

Auto EXPRESS

THE CAR NEWS WEEKLY

BEST HOT HATCHES

TESTED: New MINI JCW vs Corsa VXR and Fiesta ST



BMW'S ALL-NEW X1

OFFICIAL PICTURES

3cyl engine and bolder look as SUV grows up



PLUS



Mercedes' tough new SUV

We hitch a ride as new GLC proves it's a star in the rough

New Vauxhall Viva driven

Is £8k runaround Britain's top bargain buy?



'Best Lambo ever': Aventador SV verdict



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1975.

A new movie inspires nightmares
about the open water.

A new car inspires dreams about
the open road.



THE BMW 3 SERIES.
THE DRIVER'S CAR SINCE 1975.

1982.

Interest rates at 14% in the UK.

Drag reduced by 15% on the
BMW 3 Series.



The BMW 3 Series

bmw.co.uk



The Ultimate
Driving Machine

1990.

The Germans win on penalties.

And aerodynamic design.



THE BMW 3 SERIES.
THE DRIVER'S CAR SINCE 1975.

2015.

Various politicians promise
to reduce emissions.

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actually does.



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Driving Machine

MONEY OFF. GAME ON.

Representative example

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Customer Saving*	£1,450	Optional Final Payment (inc. £10 fee)	£2,289
Offer Price	£7,925	Total Amount Payable by Customer	£7,521
Fiat Deposit Contribution	£1,400	Duration of Contract (months)	48
Customer Deposit	£109	Rate of Interest (fixed)	5.73%
Monthly Payment	£109		5.8% APR
Panda Easy+ 1.2 5DR*			
On the Road Price	£10,575	Amount of Credit	£7,746
Customer Saving†	£1,300	Optional Final Payment (inc. £10 fee)	£2,595
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CO₂ emissions 124 – 95 g/km. Fuel consumption and CO₂ figures based on standard EU tests for comparative purposes and may not reflect real driving results. *Model shown is Fiat Panda Pop 1.2 5DR. **Fiat Panda Pop 1.2 5DR Customer Saving is included in offer price of £7,925 and represents a discount of £1,450 off the On the Road Price of £9,375. *Model shown is Fiat Panda Easy+ 1.2 5DR. †Fiat Panda Easy+ 1.2 5DR Customer Saving is included in offer price of £9,275 and represents a discount of £1,300 off the On the Road Price of £10,575. Terms & Conditions apply. Retail customers only. Not available in conjunction with any other promotion. Fiat Deposit Contribution is only available in conjunction with Fiat i-Deal PCP. With Fiat i-Deal you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 6,000 miles per annum in these examples) and being in good condition. Promotion available on Fiat Panda Pop 1.2 and Fiat Panda Easy+ 1.2 models ordered from 12th May until 30th June 2015. Promotions subject to status, a guarantee may be required. Promotions may be varied or withdrawn at any time without prior notification. Fiat Financial Services, PO Box 4465, Slough, Berkshire, SL1 0RW.



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Online this week



First drive verdict on Renault's new SUV

RENAULT'S Kadjar was revealed at the Geneva Motor Show in March – and we'll be driving it for the first time this week.

It's based on the same platform as the big-selling Nissan Qashqai, and also borrows some of its petrol and diesel engines.

Both two-wheel-drive and four-wheel-drive versions will be offered to buyers, but how will the newcomer fare in such a fiercely contested market? Log on to find out.

For more visit
autoexpress.co.uk

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BMW X5 M

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Previous-generation version of hatch is now top value used

Hot estates

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All the info you need before you head to the showroom

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Mike Rutherford on the prospect of 20-year warranties

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4.9% APR
REPRESENTATIVE*



PureTech

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 2008 Range are: Urban 32.1 – 68.9 (8.8 – 4.1), Extra Urban 54.3 – 85.6 (5.2 – 3.3), Combined 43.5 – 78.5 (6.5 – 3.6) and CO₂ 150 – 95 (g/km).

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MOTION & EMOTION



PEUGEOT



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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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It's time for the rules of the road to catch up with our hi-tech cars



AF IT'S been something of an oddity over the past few years that the pace of change in the car industry hasn't really been matched by especially significant development elsewhere.

With alternative fuels, autonomous driving, a proliferation of new bodystyles and amazing connected car tech, there's arguably never been a more innovative period for car manufacturers.

The rules of the road, though, aren't moving quite so quickly. For example, with such a hi-tech revolution underway, is the Highway Code still relevant? I don't think so, and chief executive of the Institute of Advanced Motorists, Sarah Sillars, agrees. "Too long, rather boring and largely ignored," was her assessment. Clearly it needs updating.

And is the driving test still fit for purpose? It seems incredible, for example, that the use of sat-nav – an in-car essential for many – is still only being trialled. This week, we canvassed some experts on how they would like to see the test evolve, and their suggestions were illuminating.

From use of video to dealing with new tech and coping with poor weather, they offered plenty of food for thought. I think all of their ideas would contribute to producing safer drivers, which surely has to be the ultimate aim of the test, but I'd love to hear what you think – let me know your thoughts via our website or on the E-mail address below.

Car insurance is another area that's been slow to embrace change, but also this week comes news of a step forward that should make the process of buying more transparent – the inclusion of your current premium on the renewal notice. At a jot you'll be able to tell if the new price is fair or not – a simple idea that should be industry standard.

Agree? Disagree? Tell us what you think of your insurer at autoexpress.co.uk/drivertpower.

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More stylish, rugged looks, more practicality for smallest SUV
Petrol engine joins diesel line-up; 3cyl front-drive 16d to follow



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AT BMW's smallest SUV, the X1, isn't so small any more. This is the new second-generation version, and along with larger dimensions inside and out, it's got a taller, more rugged new style that makes its predecessor look like a low-riding estate.

"Our project goals were for a pure SUV design," Ralf Gräser, project leader for the X1, told Auto Express. "This is what customers were asking for. The last one was more of a crossover, but this has a new architecture, so a new characteristic."

An increase of 53mm in height but a decrease of 38mm in length gives it a more classic SUV silhouette – more like a mini X3. The seating position is raised by 36mm in the front and 64mm in the rear, too.

The new architecture Gräser referred to is the UKL2 platform – the same front and four-wheel-drive underpinnings as the 2 Series Active Tourer (and the next-generation MINI Countryman) and a larger version of the MINI hatch's UKL1 platform. With transverse, rather than longitudinally mounted, engines,

the bonnet is much shorter, so the A-pillar starts 150mm further forward, the dash is pushed much further back and the X1 has up to 66mm more legroom in the rear, even though it's shorter overall.

The boot is also 85 litres larger than its predecessor's, with a 505-litre capacity. Fold the 40:20:40 split rear bench, and that rises to 1,550 litres – 185 litres more than in an Audi Q3 – plus an optional sliding rear bench lets you trade knee room for yet more boot space. We sat in the back and, especially with the optional full-length panoramic roof, the feeling of light and space is a world away from the cramped outgoing model.

While the original X1's engine line-up was all diesel, from launch the newcomer gets one petrol option – a 189bhp xDrive20i – alongside three diesels, ranging from a 148bhp sDrive18d (emitting 114g/km of CO₂) to the 228bhp xDrive25d. A three-cylinder 16d, available only in front-wheel drive, will arrive a few months later.

The tweaked xDrive four-wheel-drive system turns only the front tyres most of the time, but can send up to 100 per cent of the torque to the rear when it senses slip. An



SPACE
 Passengers in rear benefit from increase in size, with up to 66mm more legroom



OFFICIAL

BMW reveal

Bigger's better as Mk2 crossover no



PRACTICAL
 More SUV-like dimensions mean X1 has bigger boot, and 505-litre capacity can be expanded to 1,550 litres



NEW LOOK X1 is shorter than before, but taller, too, so now it looks more like an SUV than an off-road estate



als more muscular X1

ow looks more like an SUV than an off-road estate

optional Variable Sports Steering system reduces the effort at low speeds and adds weight when you up the pace, and two-stage adaptive dampers are offered for the first time. Firmer M Sport suspension can also be added, dropping the ride height by 10mm.

The interior is familiar BMW fare, with a driver-orientated centre console, a floating central display (with sat-nav as standard in the UK) and an optional head-up display for the first time. The model in our pictures is an Xline, with a rugged matt silver finish to the side sills and front and rear bumpers, and a choice of black or brown interior.

A Sport Line model throws in some colour with body-matched accents on the bumpers and red stripes inside, while the M Sport adds a deeper bodykit, 18-inch alloys and an M-specific leather steering wheel.

Prices will be revealed close to the X1's launch in October, after it debuts at September's Frankfurt Motor Show.

PAGE 43: BMW X5 M driven

INTERIOR
Cabin will look familiar to any current BMW drivers, while eight-speed auto box will be an option





Off to a flier as we ride



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AT WHILE Audi and BMW have been cleaning up with the Q5 and X3, Mercedes has been staring at a medium-sized SUV-shaped hole in its UK line-up. The brand has sold the GLK in other markets for years, but its decision not to make the costly conversion to right-hand drive has left it without a contender in the UK's fastest-growing sector of premium SUVs.

That won't be the case for long because the all-new GLC, based on a stretched version of the new C-Class' architecture, will begin rolling off the production line later this month, with first UK deliveries scheduled for November. To get an early taster of what the GLC is capable of, we were invited to take a passenger ride around Mercedes' off-road testing facility, near Stuttgart.

Given the type of family buyer the GLC is pitched at, it might seem strange to choose

■ First ride on and off-road in chunky new Audi Q5 rival

an off-road assault course to showcase it, but the location was carefully selected. "Not everyone will use it, but this car can be used as a real off-road car," explained Marc Soukup, part of the GLC test team. "With this combination of air-suspension and off-road package, plus a special ESP system that works like a diff lock, it's more accomplished off-road than its competitors."

It certainly made light work of 45-degree inclines, showed its chassis stiffness by cocking a wheel on alternating bumps, scythed through a few feet of standing water and happily took on rocks and deep mud – all on a set of standard tyres. We even four-wheel drifted around a corner and caught some air over a crest, to show the GLC can do the dynamic stuff, too.

Order the off-road pack and you're presented with a series of modes in the

■ FIRST RIDE

OFF-ROAD

Gruelling test course showed how stiff the newcomer's chassis is, as it raised a wheel over rutted track



TAKE OFF
Mercedes' off-road facility near Stuttgart was the perfect venue to demonstrate GLC's abilities

Essentials

Mercedes GLC 250

Price:	£35,000 (est)
Engine:	2.0-litre 4cyl turbo petrol
Power/torque:	208bhp/350Nm
Transmission:	Seven-speed auto, four-wheel drive
0-62mph:	7.5 seconds (est)
Top speed:	140mph (est)
Economy:	40mpg (est)
CO ₂ :	160g/km (est)

ON SALE June



CAMERA Useful forward-facing camera shows you the road ahead that's hidden from view beneath the bonnet as you negotiate steep slopes and blind crests



GRAPHICS With the optional off-road pack, the central display graphics provide detailed information, such as angle of incline or descent, adapted for each driving mode



Our four-wheel-drive GLC showed its abilities off-road, but cheaper rear-drive cars will be on sale later

SPRINGS

Optional air-suspension offers five different ride heights to suit a wide range of road conditions



"With the air-suspension, off-road package and ESP, it's more accomplished in rough than its competitors"

aboard Mercedes' GLC



central display, including Ice, Offroad, Uphill/Downhill, and Trailer – each tailored to specific situations you might encounter. In each mode there are customised graphics showing, among other things, a compass, angle of incline or descent, and the amount of throttle and brakes that you're applying. You can even order special knobbly off-road tyres with 18-inch wheels if you plan on some serious mud-plugging.

Although the off-road pack is available with standard steel springs (raising the ride height permanently by 20mm), the optional air-suspension gives you five different ride heights to play with – 15mm lower than default in Sport+ mode, and then 30mm or 50mm higher depending on the level of ground clearance you're after.

All GLCs will come with four-wheel drive as standard initially, with a cheaper rear-wheel-drive version joining the range next year. And due to a smaller front differential on right-hand-drive versions, there's a

permanent front to rear torque split of 31:69, whereas all left-hand-drive GLCs get a torque split of 45:55. It doesn't sound like much, but according to Uli Zillmann, project leader for development, "it's definitely more fun to drive".

Although lightly camouflaged here, it doesn't take a detective to see how the finished GLC will look. Mercedes is yet to release the official dimensions, but up close it looks lower-slung than its competitors, while inside there's enough of a raised seating position to give you a commanding view of the road ahead. Room in the rear is surprisingly generous, too, certainly more so than in the C-Class and not far off the E-Class in terms of space for your knees.

We'll have to wait and see how the boot space stacks up on paper, but its large, square shape makes the most of the exterior dimensions. There's extra underfloor storage, too, and two buttons that drop the split second row forward with

a simple click. The rear seats can also be fixed in a more upright position to free up a few more litres if needed.

If you've driven or been driven in a C-Class before, then the interior design will hold few surprises. The tablet-style screen, infotainment graphics, bulls-eye vents and general quality of materials are right at the top of the class, while the seats support rather than squeeze you.

We'll have to wait a few weeks yet for exact engine, trim and pricing details, but our prototype was fitted with a 208bhp 2.0-litre four-cylinder turbo petrol engine. It's expected that only four-cylinder diesel and petrol engines will be offered initially, with a plug-in petrol-electric hybrid to come. Zillmann also hinted that a GLC 450 AMG Sport with the same 362bhp twin-turbo V6 as the C 450 AMG Sport, and a more rear-biased four-wheel-drive system, is likely to follow in due course, although a V8-powered AMG variant is unlikely.

Should the driving test be

■ On 80th anniversary of driving test, we ask if it needs rethinking
 ■ Experts give us their suggestion on how it could be best improved



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AS the driving test celebrates its 80th birthday, Auto Express readers have called for major changes to be made to make it more comprehensive.

A poll of over 1,500 people on our website revealed that 65 per cent support steps to make it tougher, while just 21 per cent think it's fine as it is.

A further seven per cent would like changes introduced to make it more straightforward – and another seven per cent want it axed.

Trials are currently underway in select test centres for learners to take the test with a new set of manoeuvres, plus an independent driving section where they must follow a prescribed route via sat-nav.

But there's plenty more scope for change, so we asked a range of top motoring organisations for their ideas on how the test can be made better to produce safer drivers and help cut teen accident rates.

Auto Express also spoke to the Driver and Vehicle Standards Agency, which operates the test. Chief executive Alastair Peoples said: "We are carrying out initial research to explore how the driving test could better reflect real-life driving. Any future changes would be subject to full public consultation."

"Trials are underway in select centres for learners to take the test with a new set of manoeuvres"



POLL RESULTS

WE asked readers for their views for the future of the driving test and whether they thought it was due a refresh. Here's what they told us...

How would you like to see the UK driving test changed?

It should be more comprehensive

65%

It's OK as it is

21%

It should be more straightforward

7%

It should be scrapped

7%



Test of driving in poor weather

Institute of Advanced Motorists



BRITISH weather is notoriously unpredictable and can throw up driving challenges at a moment's notice, whether it's a deluge of rain, a snow flurry or high winds.

Learners may come across these during lessons, but there's no necessity to demonstrate skills as part of the test. The Institute of Advanced Motorists (IAM) believes testing in poor weather could be included to properly prepare drivers for different conditions.

Sarah Sillars, IAM chief executive, said: "The UK climate means there is a frequent need for experience in driving in rain, snow and sleet, and new drivers have little concept of how a car's behaviour and tyres change in poor weather. We'd like to see a test of driving in poor weather."



Video feedback of the test itself

RAC Foundation



SOME learners freeze under the pressure of the test or may disagree with why they've failed. The RAC Foundation said recording it would allow examiners to give feedback on different incidents and reasons for a pass or fail.

Drivers should be asked to explain the decisions they made during the independent driving section, too, while instructors could be involved more in the exam process to prevent relying just on the 'snapshot' test.

Steve Gooding, RAC Foundation director, said: "Safe driving is about technical competence and good judgement. Historically, the driving test focused on the former – looking ahead we need to find better ways to assess and reinforce the importance of both."

Massive Superb estate names its price

WE brought you first pictures of Skoda's new Superb Estate in Issue 1,372 – and now we can give you the full lowdown on the car.

UK prices will start from £19,850 (£1,200 more than the hatch), while it offers a huge 660 litres of boot space, which is 27 litres more than its predecessor. And with the seats folded, there's a massive 1,950-litre capacity – an identical maximum figure to the class-leading Mercedes E-Class Estate.

The wheelbase is identical to the hatch version, so there's the same vast amount of legroom in the back, while the extended roofline means there's a fraction more headroom for rear passengers.

The seven-engine line-up, with the choice of six-speed manual and six and seven-speed DSG gearboxes, plus the

option of front or four-wheel drive, is carried over directly from the hatchback. That means petrol engines stretching from a 123bhp 1.4 TSI to a 276bhp 2.0 TSI 4x4, and diesels ranging from a 118bhp 1.6 TDI – with emissions as low as 105g/km with a DSG box – up to a 187bhp 2.0 TDI. The five trims – S, SE, SE Business, SEL Executive and Laurin & Klement – are also carried over.

Entry-level S models, starting from £19,850, include Bluetooth, air-con and a touchscreen infotainment screen, as well as auto braking as standard. SE models start

from £22,390 and add 17-inch alloys, rear parking sensors, and adaptive cruise control. Go for the SE Business, starting from £22,735, and you get sat-nav with a 6.5-inch screen, Alcantara trim and parking sensors at the front, too.

From £25,420, SEL Executive models add leather, heated seats and an eight-inch sat-nav screen, and a powered tailgate. And top-spec L&K models, from £31,840, add 18-inch wheels, a 10-speaker stereo and even a TV tuner.



"With the seats folded, there's 1,950 litres of space – an identical figure to the class-leading Mercedes E-Class"

brought up to date?



Higher speed roads in the test

Institute of Advanced Motorists



MOST of the mileage done by drivers is on the motorway, yet it plays no part in the test and learners aren't even allowed to drive on them.

This is something the Institute of Advanced Motorists wants to see tackled as part of an updated driving test, and it's listed it as one of its priorities for 2015.

IAM chief executive Sarah Sillars said: "Higher speed roads should be in the practical driving test. Currently, gaining experience of driving on a motorway is left entirely up to the driver once they've passed their test and it's a situation that must be addressed."

It's an idea that's supported elsewhere, too. The RAC Foundation told us it wanted to see an "increased proportion of the test time spent on fast roads".



Inclusion of new technology

AA



IT'S already being trialled in select test centres, but the AA would like to see drivers tested on their ability to use new technology and multi-task while driving to better reflect real-world needs.

Edmund King, AA president, wants to see a "show me how to" element introduced including using sat-navs, using windscreen wipers or operating the heater.

King said: "Drivers can easily be distracted by a variety of tasks during driving, but it is important they can manage and prioritise these tasks."

The Institute of Advanced Motorists backed this idea, too, and said learning how to use the latest interactive screens and avoiding distractions should be an important part of any updated test.



Review of the pass rate

RED Driving School



PASS rates vary greatly across the UK, with higher successes in parts of the country where roads are quieter and less congested.

RED Driving School wants this to be re-evaluated to ensure drivers are prepared for all types of driving – both rural and urban.

Ian McIntosh, RED Driving School's chief executive officer, said: "One glaring anomaly in the current regime is the huge variation in pass rates across test centres.

"Too many who are not truly ready achieve a pass in the rural areas and some who have solid experience and competence in the congested areas fail due to complex scenarios in which even experienced drivers can make technical mistakes."

news in brief



Prices slashed on Rapid Spaceback

SKODA has announced it is dropping prices across its Rapid Spaceback range. The three trim levels – S, SE Tech and SE Sport – are on sale now with price reductions of up to £1,905.

It means the entry-level 1.2-litre TSI in S spec starts from £13,500, with the range rising to £18,660 for the 1.4 TDI SE Sport DSG. Equipment and specs for the Spaceback (above) remain unchanged, with the cleanest model emitting only 94g/km.

Second recall for Porsche 918 Spyder

PORSCHE has recalled every example of its 918 hypercar – which includes 47 models in the UK.

The problem involves a wiring harness for the radiator fan which could be damaged by a carbon-fibre component. Porsche says owners will be contacted individually, while the part will be replaced free of charge at Porsche Centres in less than a day.

It's the second recall for the 918 – last year, owners were notified of potentially defective suspension parts.

Upgraded engines boost VW's Tiguan

VW has handed its Tiguan SUV (below) some minor engine and tech upgrades.

Power from the 2.0-litre diesel engine has been increased from 138bhp to 147bhp, while the 174bhp version is boosted to 182bhp. CO₂ emissions are yet to be confirmed, but are likely to fall by 17g/km on both models.

Updates to the infotainment system include a new colour touchscreen.



Boot bigger than on predecessor; rear legroom is generous



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Toyota set to reinvent the Seven with its radical Tokyo show star

Caterham-inspired open-wheel three-seater to rival Mazda MX-5

AE Peter Lyon

TOYOTA is planning a big surprise for October's Tokyo Motor Show, in the form of a three-seat, open-wheel sports car concept inspired by the Caterham Seven.

And a source has told Auto Express that if the model gets a unanimous thumbs-up from the press and public at the event in Japan, the world's biggest car maker will seriously consider building it.

Alongside the GT86, the 'Seven' will continue Toyota's attempts to stimulate the Japanese youth into becoming the next generation of car buyers. Our company insider said: "Such cars must grab kids' imaginations and give them an interest in owning and driving cars in the future."

It will incorporate a narrow front end, exposed suspension arms and a staggered seat layout with a central driver's seat – a layout that's much like the Motor Triathlon Race Car concept Toyota revealed at 2004's Geneva Motor Show.

On the move, the front-engined, rear-wheel-drive sports coupé promises driving thrills like no Toyota before it. The three-seater is rumoured to be 3,700mm long, 1,730 wide and weigh just 700kg thanks to the brand's extensive use of carbon fibre. It will be powered by a 1.5-litre

four-cylinder hybrid unit, generating around 101bhp through a CVT gearbox. Toyota is believed to be targeting fuel consumption over 140mpg.

Despite the car's size, engine specs and power-to-weight ratio, our source says that Toyota sees its three-seater as a direct competitor for Mazda's new MX-5 and the Honda S660.

If Toyota's radical pocket rocket is approved for production, a showroom-ready version should debut within two years of the concept's world premiere, meaning a potential appearance at the 2017 Frankfurt Motor Show.

Global sales could commence in 2018, with a starting price of £18,000.

Sporty, open-wheeled layout to be shared with Toyota's Motor Triathlon Race Car concept (right), seen at the 2004 Geneva Motor Show



"On the move, the front-engined, rear-wheel-drive sports coupé promises thrills like no Toyota before it"



Caterham Seven set to provide the inspiration for radical new Toyota sports car

Heat is on for Audi's ultimate TT

WE'VE spotted the new Audi TT RS testing ahead of its official reveal later this year.

The flagship is likely to use the same 2.5-litre turbocharged five-cylinder engine as the new RS3, but is expected to get an extra 20bhp to offer more than 380bhp and 500Nm of torque.

All cars will come with Audi's quattro all-wheel drive and Virtual Cockpit display. While the model in these pictures has been disguised as the lesser TTS, bigger brakes and RS calipers behind the 20-inch wheels give away its identity.

Performance will eclipse the RS3's, meaning 0-62mph in a little over four seconds and top speed limited to 155mph.

Prices will be announced closer to the car's official launch, but with the TTS starting from £38,945, the RS will almost certainly cost more than £45,000.



HOT STUFF
Latest TT RS will feature tuned version of 2.5-litre turbo engine from RS3 super hatch



Insurers backing renewal rethink

THE Association of British Insurers (ABI) has supported a move for policy renewals to include what customers paid last year.

AXA and Swiftcover became the first two major brands to include last year's premium in renewal letters.

Mark Shepherd, manager for general insurance at the ABI, said: "We've asked the Financial Conduct Authority to bring in regulation that would mean customers can easily compare the price they paid last year with their renewal."

Graeme Trudgill, executive director of the British Insurance Brokers' Association, supported better transparency, but added: "For us it is a case of what a customer thinks is the right balance of information without tipping the scales to information overload."



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AE MITSUBISHI'S recent financial successes mean a new performance model is closer than ever. Auto Express has learned that a long-awaited replacement for the Lancer Evo supersaloon is likely to be based on the next ASX crossover – which itself is set to take cues from the XR PHEV concept, seen at March's Geneva Motor Show (right).

Mitsubishi's UK boss, Lance Bradley, says the Mk2 ASX will launch next year with four-wheel drive available. A two-wheel-drive model with plug-in hybrid tech will follow later. Bradley said it "isn't a huge jump" to develop a performance model. "We can afford to take that risk," he added.

According to Bradley, the financial case for the ASX Evo is yet to be made, but he said: "When you're not making money, there are things you can't do. When you are making money you can do things that are good for the brand, but won't necessarily make that much money."

"We're not at a point where it'll definitely happen, but we've got a lot of senior management talking about it."

Mitsubishi has previously said any new performance model will use hybrid technology, and will draw on what the company has learned from the i-MiEV Evolution II Pikes Peak race car. Bradley

"Mk2 ASX will launch next year, and it 'isn't a huge jump' to develop a performance model, says UK boss"



XR PHEV concept showed look of next-generation ASX, which may lead to successor for Evolution model

OFFICIAL

Mitsubishi Evo to be reborn... as ASX SUV

■ Plug-in version of new ASX could spawn new performance hero ■ Takes styling cues from XR PHEV

REBIRTH?
Badge was last used on Evo X but could be set to return on new ASX



added that the next generation of Mitsubishi models are likely to have a more premium look and feel inside. Japanese buyers demand an interior that is solidly constructed and still looks new after 10 years, but European customers want more elegant styling.

Mitsubishi's recruitment of former Nissan design boss Tsunehiro Kunimoto is likely to accelerate the process of delivering more premium interiors.



SPIED ■ LID LIFTED ON FORTWO

SMART'S new ForTwo is set to go topless, but the fabric roof was firmly shut when our spies caught it on test ahead of its official unveiling later this year.

The electric roof will be offered in a variety of colours to complement the ForTwo's already bold paint options. This picture also shows a neat rear spoiler built into the hood.

We predict a £1,500 premium over the standard car, with prices starting from around £12,500.

Drivers play roulette with tyres

THE number of drivers waiting until the tread depth has fallen below the legal minimum to replace tyres has more than tripled since 2008, according to a leading tyre retailer.

Figures show 56.4 per cent of tyres were replaced below the 1.6mm legal limit in 2014 – up from 15.3 per cent in 2008.

Micheldever Tyre Services, which sells one of every five new tyres sold in the UK each year, released the new data after studying the habits of 100,000 drivers.

Police can issue a fixed penalty notice if they catch a motorist driving on illegal rubber, or indeed refer it to court, where the maximum fine is £2,500 and three penalty points. Drivers can even be banned in certain circumstances.

Duncan Wilkes, Micheldever chief executive, said: "Bad habits that initially evolved during the financial crisis have now become ingrained, and drivers who

LIMIT
Legal tyre tread depth in UK is 1.6mm. Drivers found using illegal rubber face hefty fines and three points

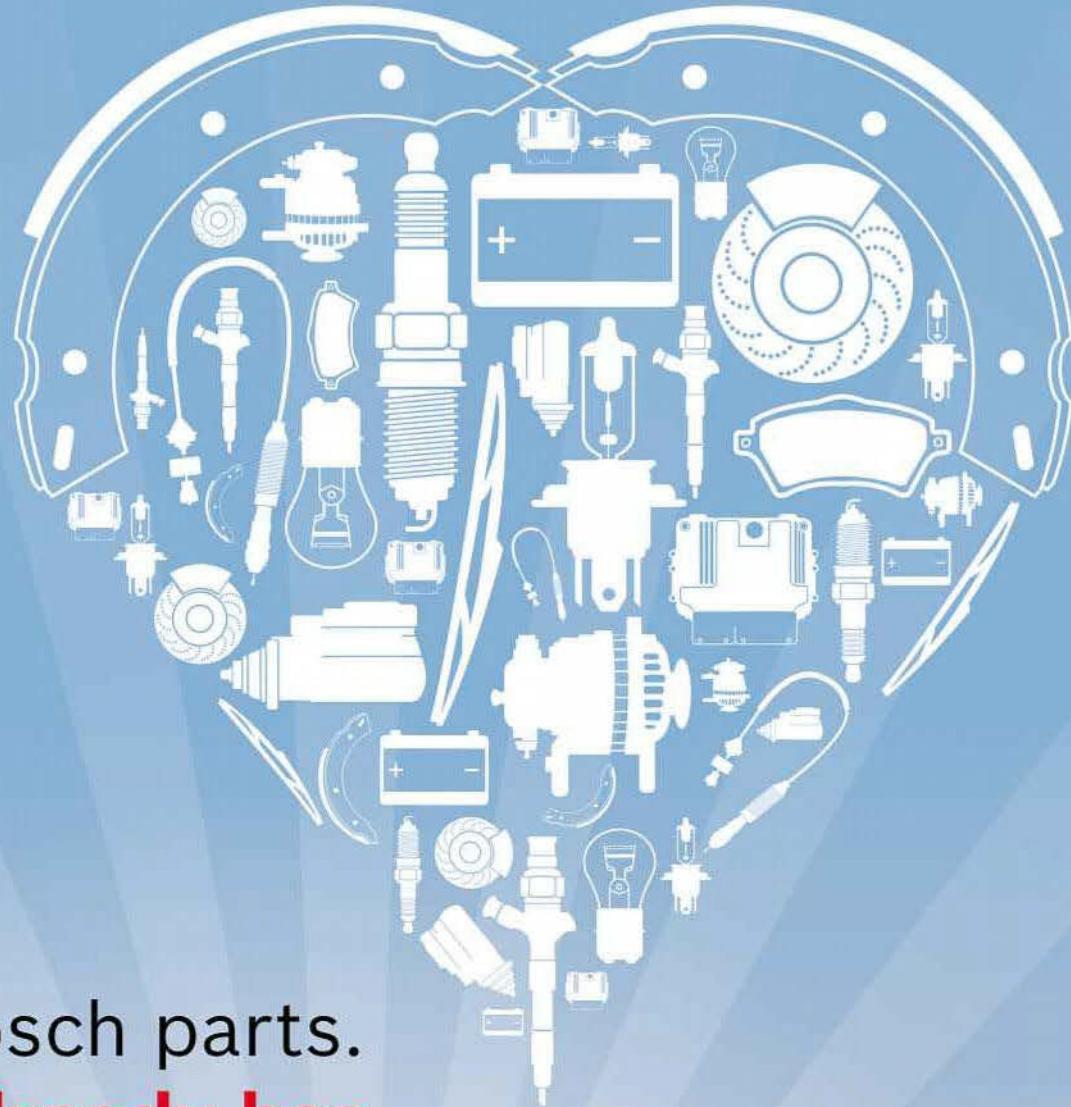


have formed them are now negatively influencing the next generation."

The company also found that while drivers are letting tyres get bald, they're also buying cheaper brands when they do come to replace them. Wilkes blamed a "glut" of Chinese imports flooding the

"bargain basement" market. He said: "Two in every five replacement tyres bought in the UK are budget brands.

"This is despite the availability of far superior, mid-range products that offer improved efficiency and safety attributes for only a fraction more money."



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Lamborghini SUV given

■ Supercar giant confirms Urus-based 4x4 for 2018 ■ May get 600bhp V8 turbo



Lawrence Allan

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AE LAMBORGHINI is the latest in a long line of high-end manufacturers unable to ignore the growing trend for SUVs. After years of speculation, the Italian supercar maker has confirmed it will build a new 4x4 based on the Urus concept – revealed at the Beijing Motor Show back in 2012 – and it'll launch in 2018.

Lamborghini called the announcement “the beginning of a new era”, with the forthcoming Porsche Cayenne rival being the Italian brand's first four-seater since its LM002 SUV of the eighties. Likely to be named after the concept, the Urus will command a price of around £150,000 when it arrives in three years' time.

Bosses plan to build 3,000 Uruses each year – enough to double the company's current annual sales. The Urus will see huge investment in Lambo's Italian factory, bringing 500 new jobs to the brand and further financial stability.

Lambo is keeping its cards close to its chest with details of the new “luxury SUV”, which will become the third production model in its line-up, joining the Huracán and Aventador. The production version will undoubtedly share much of the Urus concept's styling, including the Aventador-inspired front-end and the steeply raked, coupé-like roofline. We also expect it to ride on the new VW Group 'MLB' platform architecture that currently underpins the latest Audi Q7 and will serve as a basis for the forthcoming Bentley Bentayga.

Increasing demand for SUVs in markets such as China will have undoubtedly played a part in Lamborghini's decision to give the SUV the green light for production. Lambo has also cited the US, the Middle East,

Russia, Germany and the UK as key markets for the car. But it won't be alone, with Rolls-Royce, Bentley and Aston Martin all planning assaults on the luxury SUV market, too (see panel, opposite).

Details of what will power the SUV are thin on the ground, but the Urus concept did feature a naturally aspirated V10 engine. CEO Stephan Winkelmann has told Auto Express that the SUV could debut a turbo engine – a Lamborghini first. If that's the case, the 4.0-litre twin-turbo V8 – seen in the Audi RS6 and Bentley Continental – with a power output of up to 600bhp would be a prime candidate.

PAGE 34: Aventador SV driven

Show car hinted at look of new Lambo SUV, and now it's been given go-ahead



Sleek new C-Class Coupé breaks cover

THE wraps are nearly off Mercedes' swoopy new C-Class Coupé, after our spy snappers caught it testing with minimal disguise.

It's set to go on sale towards the end of 2015, with a debut at the Frankfurt Motor Show in September looking very likely.

With much of the camouflage peeled off, this prototype gives us our best look yet at the design of the BMW 4 Series rival. The nose remains faithful to the latest C-Class saloon, with which it shares its platform, but from the A-pillar back it's all new.

The windscreen is more steeply raked, with slimmer side windows and a more sloping roof profile. The C-Class Coupé also takes on a more muscular stance than the saloon thanks to wider wheelarches and lower side skirts. The curvy rear end,

although still behind wrapping, is clearly inspired by the flagship S-Class Coupé.

The quad exhausts on this prototype could hint at this being the hottest AMG-tuned C 63 with the 4.0-litre twin-turbo V8, but the less aggressive wheels and body styling mean it's more likely to be the halfway-house C 450 AMG Sport, with a 362bhp 3.0-litre V6 and all-wheel drive.

As well as the bombastic V8 and hot V6, the Coupé will offer the same choice of turbocharged petrol and diesel engines as the saloon. A BlueTEC diesel-electric hybrid is planned as well. Cabin design and tech are likely to be carried over largely unchanged from the saloon, albeit with a more sporting driving position. We'll have more details and prices before the car stars at Frankfurt.

Automedia



Disguise can't hide aggressive looks of new two-door C-Class

green light

"Boss has told Auto Express the new SUV could debut a turbo engine – a first for Lambo"



Show car's cabin may be toned slightly for dealers



SPIED

Mid-size SUV spotted on test wearing heavy disguise. It's set to rival Nissan Qashqai

Autodata

SEAT's Qashqai is up and running

OUR spies have captured SEAT's upcoming Nissan Qashqai rival testing in heavy camouflage ahead of its debut at next year's Geneva Motor Show.

You'll have to look closely to spot SEAT styling cues, but the curved, clamshell-style bonnet and angular foglamp

surrounds are straight from the 20V20 concept shown at Geneva this year.

The sharp crease in the bootlid is also a design trait shared with the 20V20, while SEAT's angular LED tail-lights are present.

Its overall design will likely be a toned-down version of the 20V20's, with an

New luxury SUVs Lambo must beat



ASTON MARTIN DBX First all-wheel-drive, all-electric model from Aston Martin will be more of a luxury GT than a full SUV.



BENTLEY BENTAYGA Based on the new Audi Q7 platform, the Bentayga will be built in Crewe and go on sale in 2016.



ROLLS-ROYCE CULLINAN Mule has already been seen testing, and Cullinan is set to be more luxurious than Bentayga at 2017 launch.



FERRARI & McLAREN Both main rivals to Lambo have completely ruled out any plans to add an SUV to their line-up, focusing on the supercars familiar to fans.



news in brief



Autodata

Fresh Boxster spied on road with 4cyl?

PORSCHE'S revised Boxster has been spied on test (above), ahead of its expected release next year.

Exterior updates will be limited to a fresh front bumper, plus new front and rear lights. But big changes are rumoured under the skin, with talk of a four-cylinder petrol turbo being introduced for the first time ever in the Boxster. The two-seater is in final testing, so it could debut at September's Frankfurt Motor Show.

Next Astra in Apple and Android boost

ALSO on the way in 2016 is the next-generation Astra, and we now know it'll be the first Vauxhall to get Apple CarPlay and Android Auto smartphone integration.

This will allow a multitude of apps, music streaming and even video calling to be controlled and displayed on the infotainment screen. After the Astra, the tech will be fitted to most other Vauxhalls – including the Viva (driven on Page 38) – in the next few years. The Astra will debut at September's Frankfurt Motor Show.

Watch this space for Volvo's app kit

VOLVO has announced its latest 'On Call' smartphone remote app (below) has been adapted for use on the new Apple Watch or Android Wear smartwatches.

The app will give owners remote control over features inside and outside the car with their phone or watch – such as setting up pre-heating or cooling functions before they hit the road. Plus, drivers will be able to check fuel levels, and even locate their car in a crowded car park using the built-in GPS receiver.





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Now all-electric R8 e-tron joins the Audi self-driving revolution

455bhp electric supercar has piloted driving technology



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@Jonathan_burn

AU AUDI has further demonstrated its commitment to autonomous driving technology with the unveiling of the R8 e-tron piloted concept at the Consumer Electronics Show (CES) in Shanghai, China.

Based on the fully electric R8 e-tron, the newcomer is the brand's third autonomous concept following experiments with the RS7 and A7. It carries over the 455bhp electric powertrain from the standard R8 e-tron, which promises 0-62mph in 3.9 seconds, a top speed of 155mph and a full battery recharge in less than two hours.

"Our efficiency technologies are ready for series production and customer roll-out," Audi research and development boss Dr. Ulrich Hackenberg told Auto Express. "The same applies to our current flagship technology – piloted driving."

The hi-tech concept is equipped with an array of sensors, laser scanners and ultrasonic sensors, enabling it to drive without direct human input. Data from these sources is sent to a central computer

"The Audi R8 e-tron piloted driving concept represents the technology trends of our industry"

RUPERT STADLER Audi CEO

OFFICIAL



Development boss Hackenberg (above) presents autonomous R8 at CES in Shanghai

FAMILIAR DESIGN Show model is based on standard R8 e-tron; like that car, battery recharges in under two hours

within the car which creates a virtual picture of its environment.

"The R8 e-tron piloted driving represents the technology trends of our industry," said CEO Rupert Stadler. However, Audi confirmed the production version of the R8 e-tron would not be self-driving; instead the concept serves as a demonstration of the technology.

The first production model from Audi to feature piloted driving will be the next-generation A8 (below), due in 2017.

Gesture control set for 2016 Golf

THE facelifted Golf, due late next year, will be the first car in its class to offer gesture control technology, Volkswagen's head of powertrain development, Dr. Heinz-Jakob Neusser, has confirmed to Auto Express.

Neusser revealed the news at CES in Shanghai, where the manufacturer also rolled out its VW Golf R Touch concept. "The interior features a preview of future VW interior technologies, with smartphone applications redefined for automotive use," he told us. "The gesture control will become reality in the Golf at the end of next year."

The tech will mean a complete interior redesign for the facelifted Golf. The cabin will become largely "button-less", with three digital displays and five in-car sensors allowing drivers to adjust the temperature, radio controls and even operate the sunroof via gesture control.



Golf R Touch concept hints at the gesture control tech that's set for facelifted car

...And next A8's tech is revealed

PILOTED driving is just one piece of technology that will make it into the new A8 when it arrives in 2017, Audi bosses have confirmed.

Technical development chief Ulrich Hackenberg also confirmed e-turbo engines will find their way under the bonnet. "The A8 is a good car to introduce these technologies," he told us. Gesture control will debut, too.



Prologue concept hinted at new A8's look

Quarter of UK's speed cameras switched off

■ Shock figures reveal 391 of 1,714 fixed cams not in use
■ Mobile sites filling the void



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NEARLY a quarter of fixed speed cameras in the UK were switched off in 2014, according to data from a Freedom of Information request.

There are 1,714 fixed cameras on our streets, yet 391 – or 23 per cent – aren't in use, the figures from insurance comparison website Confused.com revealed.

Police forces countered this switch-off, however, by operating 345 mobile cameras across the UK.

And the move to mobile sites has led to more drivers being caught. The number of speeders rose by nine per cent in 2014 compared to the previous year. In total, 1,743,252 motorists were caught exceeding the limit – up from 1,594,132 in 2013.

Analysis of the camera breakdown shows mobile sites are three times as effective. Fixed cameras caught nearly one million motorists, while mobile units caught 774,537 speeders, even though there are far fewer of these.

Roger Reynolds, the policeman who first introduced the speed camera to the UK 23 years ago, is sceptical about how the devices are now used.

"Speed cameras have not always proven an effective method of tackling speeding offences," he explained.

"Enforcement agencies have been too strict with minor offenders in order to raise

OFFICIAL

SWITCH-OFF
Official figures show fixed sites are increasingly being switched off, but mobile cameras are now catching more speeding drivers



"We've been too strict with minor offenders to raise revenue and not tough enough with those who pose a real danger"

Roger Reynolds Ex-police officer

revenue and not tough enough with those who really pose a danger on the roads."

That claim is supported by the figures, which show more than a third of speeders were caught at just 5-9mph above the limit. Only six per cent were caught doing from 20-29mph over. However, there are extremes, and already one driver has been

clocked in 2015 by police in Avon and Somerset travelling at 144mph.

Gemma Stanbury, of Confused.com, said: "Speed cameras remain divisive. While many might point to the fact that nearly a quarter aren't in use, people should be keeping to speed limits regardless of whether cameras are there or not."

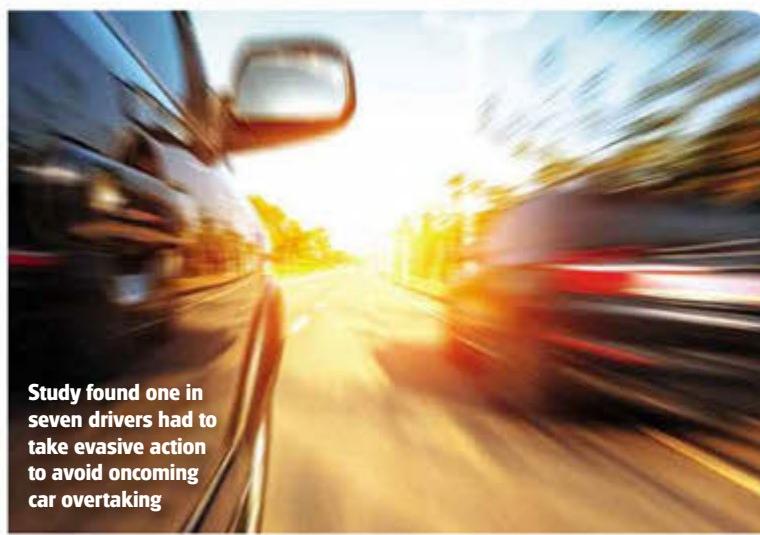
Lethal overtakes on the increase

RISKY overtaking manoeuvres are causing other drivers to swerve to avoid a collision, according to a new safety survey.

One in seven motorists reported having to pull over or brake when taking evasive action from another car in the past year, in figures released by Direct Line and Brake.

Men were the worst culprits, with 21 per cent admitting to a risky overtake. More worryingly, 17 to 24-year-olds were most likely to make a dangerous move, with two in five admitting to overtaking when they weren't sure the road ahead was clear.

In total, half of drivers witnessed a risky overtake every month – or more frequently. Direct Line's director of motor Rob Miles said: "People die on rural roads daily, and many fatal crashes could be prevented. Drivers should remember patience is a virtue when deciding whether to overtake."



Study found one in seven drivers had to take evasive action to avoid oncoming car overtaking



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Video watch

WE rate extreme versions of performance cars at different ends of the market this week, at autoexpress.co.uk/videos.

New Renaultsport Mégane 275 Trophy



A TRACK day fan's dream come true, the Mégane Trophy 275 has been stripped out by Renaultsport's expert engineers, and then fitted with super-sticky tyres to deliver even more intense driving thrills than the standard hot hatch. So join us as we push the Trophy to the limit in this thrilling video, measuring just how fast it is and how much cornering grip it generates.

Full video report on new Aventador SV



THE Lamborghini Aventador SV's numbers simply beggar belief: 740bhp from the uprated V12, a 217mph top speed, 2.8 seconds from 0-62mph and a £321,723 price tag. And our report on Page 34 tells you what it's like to drive. But you'll have to watch our video to hear its spine-tingling exhaust note.

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Nissan has finally agreed to look at Barry Beecroft's faulty Juke



Dealer's silence leaves Juke owner in limbo

CASE STUDY Nissan problem persists after two years as dealer failed to inform manufacturer

AE Julie Sinclair

If you get into a prolonged dispute over a fault with a franchised dealer, don't assume it's talking to the car manufacturer it represents. If you feel your gripe is falling on deaf ears, you'll probably have to contact the brand direct to get things moving.

Reader Barry Beecroft, of Bishop's Stortford, Herts, had been complaining about an ignition fault on his Nissan Juke for almost two years. It started just a few months after driving the brand new car home. But it has taken a few pointed calls from Auto Express to get the dealer and the manufacturer finally talking.

Barry told Auto Express: "The car sometimes won't start, and I'm left stranded wherever I parked. I have to sit and wait for half an hour or so for it to reset, before it will start again. It's so frustrating." He explained it was impossible to predict when the fault would occur, making the car feel "totally unreliable". Barry added: "You don't expect a two-year-old car to have these problems."

He took his Juke back to supplying dealer Glyn Hopkin Nissan, Bishop's Stortford, at least half a dozen times, he says, but the garage was never able to replicate the fault on any of its extended test drives. So each time it sent the car back to Barry in the same state. Its service manager, Richard Rock,

STRANDED
Barry's Juke sometimes wouldn't start, but fault would not replicate at dealer, leaving him in lurch



"The franchised dealer, as the brand's representative, should flag up unresolved problems with the brand"

admitted to Auto Express: "We haven't been able to replicate the fault. Until we do, it's almost impossible to repair."

We told Barry the problem should have been passed back to Nissan HQ by now, however, particularly as an online search of Juke owner forums revealed he wasn't

alone in experiencing ignition problems. But when we called Nissan, it refused to acknowledge the complaint until Barry called its customer services team. Auto Express argued this shouldn't be necessary. The franchised dealer, as the brand's representative, should flag up unresolved problems with its product supplier itself.

The dealer confirmed the case had now been referred to Nissan's technical team who would carry out a full investigation. A Nissan spokeswoman said: "The customer has been given a courtesy car by the dealer and it is looking into the issue. We have asked for regular updates."



Joe Finnerty

Is there a reason that Q1 of 2015 saw the most recalls in the past four years?

AE RECALLS are a tricky subject – does a manufacturer admit there is a safety concern and risk ruining the reputation of a car? Or does it repair cars on an individual basis?

We get plenty of E-mails from owners believing their problems warrant a recall, but the manufacturer disagrees. As recalls can be costly, this is understandable, but latest figures from the industry suggest recalls aren't as uncommon as you think.

During the first quarter of 2015, there were 69 recalls in the EU – up one per cent from the previous quarter and 38 per cent from Q3 of 2014. In total, 32 brands initiated a case in the first quarter, with 11 experiencing two or more. Figures show Q1 returned the highest number of recalls in the last four years, too. The leading causes were brakes, steering, gearboxes and seatbelts.

Interestingly, all of these actions were voluntary by manufacturers – something that wasn't the case in the past. So why now?

Is it because makers are more safety conscious, or is it because they see recalls as a positive? Most manufacturers sell a car and won't see it once it's out of warranty.

But, get the model back for a recall and it's an opportunity for dealers to interact with its owners. Perhaps offer them the latest model as a courtesy car while the work is done?

In fact, a YouGov poll suggests Brits aren't averse to recalls, either. Nearly 70 per cent agreed companies who plan a product recall carefully and take action before they're forced to do so by law are considered smart. So, don't be surprised if the rise in recalls continues apace.

Joe_Finnerty@dennis.co.uk
@AE_Consumer

"Nearly 70 per cent of Brits agree companies who plan a recall and take action are smart"



Use of history checks varies significantly across the country

Britain's most savvy car buyers revealed

■ Drivers in Bristol are most likely to pay for a history check

AE Joe Finnerty

CAR buyers in Bristol are most likely to check a vehicle's history before handing over their cash, a new study has revealed.

Drivers in the city were twice as likely to look into a used car's past than those in Glasgow and three times as likely as those in Newcastle.

Oxford, Birmingham, London and Leicester rounded out the top five locations of the most savvy car buyers in the country, according to RAC data. Newcastle and Edinburgh were worst.

The RAC said 53 per cent of history checks it carried out were on dealer-owned vehicles that buyers might reasonably expect would already have been fully checked.

A check can highlight if a car has been stolen, written off or has outstanding finance.

Rob Diamond, RAC Car Passport managing director, said: "Generally, dealers are meant to take some of the uncertainty out of the car buying process, but our data suggests that motorists still need a lot of reassurance before they are prepared to part with their cash."

"This also sends out a powerful message to many dealers to give prospective customers as much information about the vehicle they are buying as possible – the cost to a dealership in obtaining this is minimal, and can make the difference between a sale and the customer walking away."



DRIVING DOCTOR

Paul Ripley
www.drd.uk.com
[@drpaulripley](https://twitter.com/drpaulripley)

■ YOUNG drivers are often in the news, and justifiably so, as vehicle fatalities are the major cause of teen deaths. But what can be done to change this?

It's true that extra training hasn't worked – the take-up for the Pass Plus scheme is critically low. Yet, if drivers can find money for additional coaching – such as night-time and rural driving – it's money well spent. These are scenarios which play a major part in crashes.

It would help if this type of coaching was included alongside 'normal' driving tuition. Trouble is, location plays a part. For example, not all parts of the UK have easy access to a motorway.

Spreading instruction out via a graduated driving licence could help learners earn their 'safety stripes' before being allowed to drive alone. Countries such as Canada use the system to good effect, so why not here? In addition, the idea of preventing youngsters learning until they're 18 is misguided in my view.

Telematics, on the other hand, should be mandatory for every young driver. It's not the whole solution, but a step in the right direction. In my opinion, attitudes and behaviour aren't addressed in the coaching of young drivers – and so the authorities should rethink their approach.

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (p)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 0900 401100 (p)
RAC: 0900 444999 (p)

Inbox What do you think?

Contact **Lawrence Allan**

mail@autoexpress.co.uk [@AutoExpress](https://twitter.com/AtAutoExpress)

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD



HOT TOPIC £31k Mondeo Vignale

FROM: Actually AM I the only one who has a problem with the tiny Ford badge on the nose? It looks comically small, as if Ford is embarrassed by it. Most premium makers are boasting bigger badges, not smaller ones. Ford should create a new chrome version going forward.

FROM: AJN95 THIS car really does show up the badge snobs, because interior quality isn't an argument with this against Audi or Jaguar. It's a lovely car and why should it look any different to the normal model? It's essentially just a higher trim level than the Titanium X.



GONE POSH
Mondeo Vignale is taking Ford upmarket, but can it justify its £31k price?

Join the debate at www.autoexpress.co.uk

■ "People should accept there are lots of buyers out there who look firstly at the badge and then at the rest of the car." **Mihnea Burada**

■ "I thought the plan was to brand it Vignale, not just a trim level. Ford on the steering wheel is not the right message." **Peter Ward**

■ "I've seen a few Mondeos and they look stunning. It's not the first time Ford has tried with a halo trim." **sirwiggum**

New Mustang will be a hit with UK buyers

FROM: Nick Simon NICE to see the Ford Mustang in Issue 1,370. It's interesting to see it's now being introduced in the UK. While the shape of the 2015 model isn't quite as appealing as the 2005 one, I'm convinced it'll be an eye-catcher here, especially for young fans.

Hybrid fuel economy figures are irrelevant

FROM: Roger Jones THE published fuel figures for hybrid cars from all makers are totally useless. They're influenced by the type of journey an individual owner makes most of the time, and have little to do with the vehicle. They should have to publish figures for engine-only use.

Self-driving cars still have a long way to go

FROM: Douglas Schwab I'M surprised Audi (Issue 1,369) thinks self driving will be easier on motorways. My sat-navs have difficulty at motorway exits and at underpasses. I'd hope my self-driving car wouldn't take the exit at speed when I was meant to be continuing ahead. For the moment, all driverless cars need drivers.

Astronomical cost of C-Class handle repair

FROM: Pauline Marden THE internal plastic door handle of my Mercedes C-Class Estate has broken, so the passenger door can't be opened from inside. To my astonishment the repair bill was over £800! Is this extortion? I complained and Mercedes offered a discount, but it said I'd still have to pay £600. I declined.

Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (p)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 0900 401100 (p)
RAC: 0900 444999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

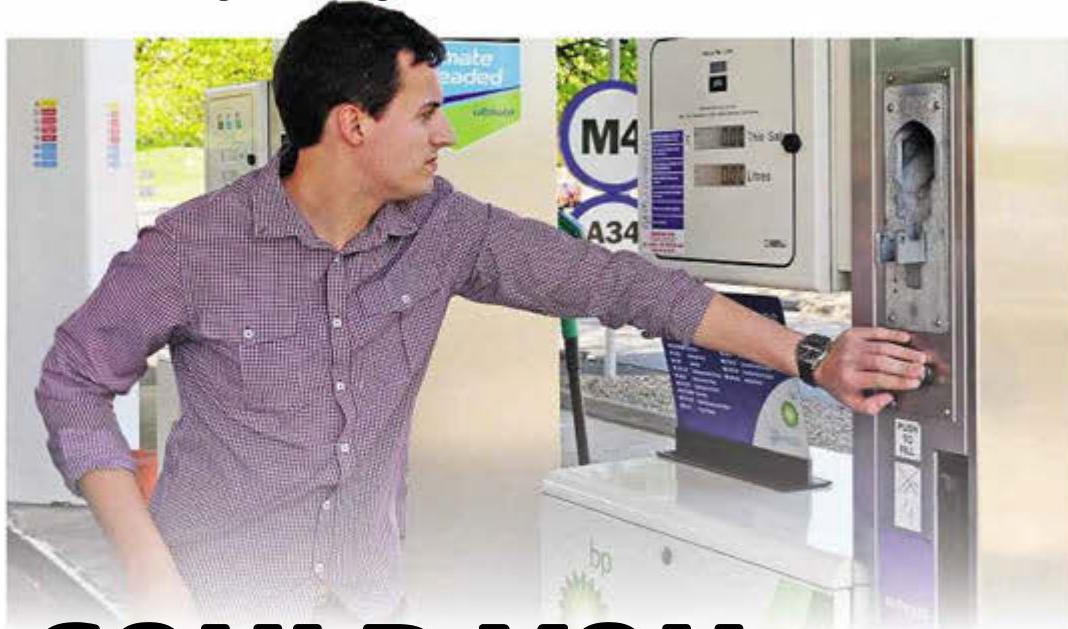
Financial problems

Financial Ombudsman:
0800 023 4567

Safety concerns/recalls
Vehicle and Operator Services Agency (VOSA):
0117 954 3300



Otis Clay



COULD YOU LIVE WITH LPG?

THE FORGOTTEN ALTERNATIVE FUEL TESTED

Liquefied petroleum gas has fallen from favour, but at 63p per litre, it sounds tempting. We tried it out on our commute



Lawrence Allan

Lawrence_Allan@dennis.co.uk

@LobAllan

AE WITH tighter emissions legislation on the horizon, growing concerns about air quality and rising petrol and diesel prices, it's almost a certainty that traditional fuels aren't a long-term solution. At present, the Government is keener than ever to give drivers a leg-up on to the electric vehicle ladder, but what other alternatives are out there?

How about LPG? No, you haven't picked up a 1995 copy of Auto Express. Liquefied petroleum gas has been available on forecourts for decades, and has been used in combustion engines since the forties. But Autogas, the UK's leading supplier of LPG, is determined to convince us the best solutions aren't always the newest. To find out if LPG is a viable option in 2015, we got our hands on a

gas-powered Ford Focus EcoBoost for a week. We ran it on a 120-mile commute into Auto Express's central London office that mixed fast A-roads and motorways with slow-moving urban traffic – the sort of journeys LPG is claimed to help you save money on. So would running on gas make a noticeable difference to performance and economy? And would using the limited infrastructure be a chore?

Currently, fitting an Autogas system to a four-cylinder petrol car, like this Focus, costs around £1,500. In theory, you should recoup that in around three years, with LPG averaging around 61p per litre, compared to 116ppl for unleaded. We were looking forward to our first fill-up to see the savings, but expected to come across some issues.

Autogas is honest about the decline of LPG in the UK, with a share of less than 0.5 per cent of the 35 million registered vehicles. I also knew my local Sainsbury's



DAILY COMMUTE

On the open country roads at start of our commute, LPG Focus is no different to the regular petrol or diesel model from behind the wheel



FILL UP
Despite decline of LPG in UK, there are still around 1,400 filling stations in the country which have specialised pumps



IN TOWN Once on to the slower urban roads, though, our man found throttle response a bit hesitant, especially when the engine was cold, plus when traffic started to build

EMISSIONS Liveried Focus drew plenty of attention on the road, but its low emissions should have been the real talking point, with a 15 per cent reduction claimed

M-WAY MILES We head home on the motorway, and when racking up high mileages on this type of road, LPG makes the most sense, costing just 61p per litre



"The perception from fleet buyers is based on the rhetoric coming from Parliament, and that is that electric vehicles have all the answers"

Paul Oxford Autogas development manager

forecourt in Newbury, Berks, didn't stock LPG, but a quick check online revealed there's actually around 1,400 LPG filling stations in the UK. That's a significant proportion of the 8,455 total garages. I popped down to nearby Chieveley services where LPG costs half the price of petrol, at 61.9ppl to 124ppl. Although locking in the nozzle is a bit fiddly at first, it's a straightforward process once you get over the fear of releasing flammable gas.

So how was our LPG Focus to drive? Well, the livery attracted attention, but you'd be hard pushed to notice it was running on gas from behind the wheel. The 180bhp 1.6-litre turbo was as punchy and flexible as ever, with only a slight hesitation when cold. Plus, refinement didn't suffer much; there was just a minor judder in stop-start traffic when running on LPG.

Practicality doesn't suffer as much as it used to, either; the LPG system runs alongside the standard

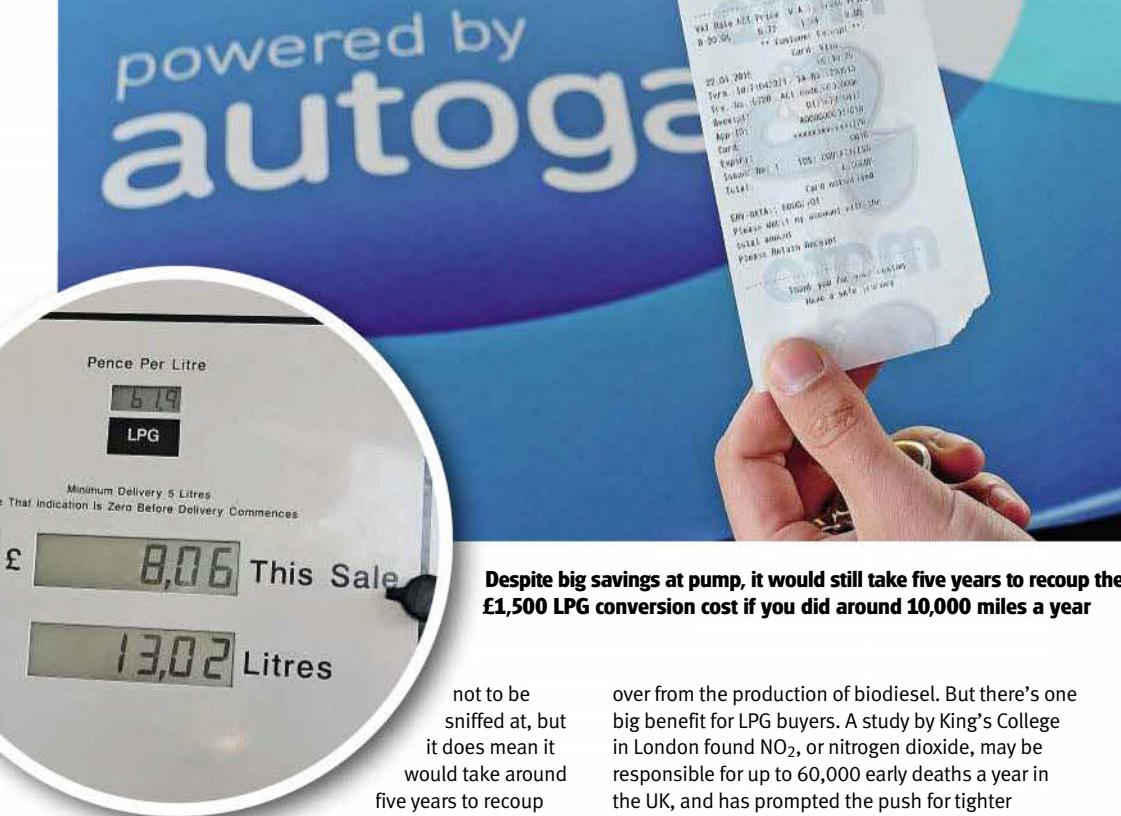
petrol set-up, with drivers able to switch between the two, and aftermarket conversions used to involve big LPG tanks being fitted in the boot. Yet now Autogas simply fits a small tank in the spare wheel well. This meant we had to make do with a puncture repair kit and some foam instead of a full-size spare, but that's not unusual these days.

We'd expected our economy to drop by 20 per cent when using LPG, but during our week's test we managed 32.4mpg on gas and 35.8mpg on unleaded. What was a surprise is that the system uses unleaded as part of the combustion process. We found you'd get through a fifth of a tank of unleaded (11 litres) for each 51-litre tank of LPG.

So with that in mind, do the figures add up? Autogas claims a Focus driver covering 10,000 miles in a year would save £434 by switching to LPG. But using the current average of national prices for the two fuels, we calculated the saving to be just under £300 a year. That's

Inside story

SUMS ADD UP At our local service station, cost of LPG was half that of petrol, and we calculated saving of £300 a year



Despite big savings at pump, it would still take five years to recoup the £1,500 LPG conversion cost if you did around 10,000 miles a year

not to be sniffed at, but it does mean it would take around five years to recoup the initial conversion outlay. High-mileage users will save significantly more, but don't let low forecourt prices seduce you if you don't do the distance.

Of course, for now at least, LPG is a by-product of the petrol refining process, meaning it isn't a truly green answer. But Autogas' development manager Paul Oxford told us the company is "moving away" from relying on fossil fuels and towards alternative green methods, such as natural gas. From next year, parent company Calor will have access to Europe's first 'bio-propane' – a gas left

over from the production of biodiesel. But there's one big benefit for LPG buyers. A study by King's College in London found NO₂, or nitrogen dioxide, may be responsible for up to 60,000 early deaths a year in the UK, and has prompted the push for tighter regulations on diesels, both old and new.

According to Autogas, its LPG conversion kit allows a conventional combustion engine to produce 80 per cent less NO₂ than diesel, and several times less than unleaded. Lower CO₂ emissions are also a bonus, with a 15 per cent reduction claimed.

Elsewhere in Europe, LPG is already a popular solution to rising fuel prices and environmental concerns. 'Green incentives' covering the cost of conversion have hugely increased the number of gas-powered vehicles in Italy and Poland – by 75 per cent in Italy between 2007 and 2011. Up until 2005, the UK offered similar grants, but the Government dropped it and got behind electric vehicles and hybrids instead.

LPG still makes the most financial sense in the UK for private owners who are determined to keep their gas guzzlers, and fleet buyers doing stratospheric mileages. Certainly for companies running multiple vehicles, the saving would be significant. And from our week in the Focus, it's something many fleets could realistically consider.

But Autogas' Paul Oxford feels public attitudes won't change until the Government's does. He welcomes the Treasury's plan to ensure the price of LPG stays low until 2023, but feels it's at odds with the promotion of electric vehicles as the only alternative. "The perception from fleet buyers is based on the rhetoric coming from Parliament and Boris Johnson, and that is that electric vehicles have all the answers," he said.

With the current financial incentive for EVs about to end, perhaps there is a case for it to be applied to LPG cars again. Certainly, if reducing NO₂ emissions is a priority, this could be a way of helping achieve that.

"Elsewhere in Europe, LPG is already a popular solution to rising fuel prices and environmental concerns"



Under bonnet, there are no real clues to the conversion

SATISFIED CUSTOMER

Driving instructor Nigel Franks converted to LPG in 2010 and hasn't looked back



Switch to gas is saving reader £2,000 a year

OUR test revealed you could save nearly £300 a year by converting your car to run on LPG, but some motorists have benefited more. Driving instructor Nigel Franks, based in Aylesbury, Bucks, is one of those converts who has reaped the rewards of gas.

Back in 2010, he converted his 1.8-litre Ford Focus learner car to LPG – and hasn't looked back. Nigel spent £1,000 installing the system, but saves up to £2,000 annually doing 25,000 miles a year. Those savings are ploughed back into the car parts needed when you're letting learners loose.

He said: "I generally get through a clutch every year, as well as other wear and tear items. I've probably replaced most of the parts on the car over time!"

"As I'll probably be keeping the car for another four years it makes sense from a business point of view, and the fuel savings more than help to pay for that maintenance."

In honour of his love of LPG and a nod to the savings he makes, Nigel even named his driving school Learn Pass Go. He added: "I can certainly keep offering keen pricing because of my lower fuel costs. I'm often asked why I'm cheaper and I always say it's because of LPG."

"Nigel spent £1,000 installing the system in learner car, but saves up to £2,000 annually"



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Fuel consumption figures in mpg (l/100km) for the New Kia Rio 3 - dr 'SR7' special edition are: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0). CO₂ emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Rio 3-dr 'SR7' special edition 1.25 84bhp 5-speed manual @ £10,845 including £1,000 customer saving. Non offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 01/04/2015 and 30/06/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indeemnity may be required. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 and 37 month terms. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

TAKING ON THE WORLD

We follow Bentley's new sports car across the globe as the British brand builds a case for putting it into production



Steve Fowler

Steve_Fowler@dennis.co.uk
@stevefowler

BENTLEY stole the limelight at March's Geneva Motor Show when it took the wraps off its stunning sports car concept, the EXP 10 Speed 6. No concept car is ever displayed without intent, and bosses at the company have made it clear they want to build a small, sleek sports car.

But before big bucks are spent on development, the car has to tour the globe so Bentley can establish if a business case exists after showing it off to potential customers and dealers. Auto Express followed the most beautiful Bentley for a generation as it went east and west, gauging reaction and speaking to the team behind the car.

Just a few weeks after the concept's unveiling in Geneva, the automotive world turned to New York for its annual motor show and those in the Big Apple got the chance to ogle the latest metal. Yet even though the US is Bentley's biggest market, it chose not to display its wares at the New York Motor Show, instead allowing dealers and potential owners (plus us) a chance to get up close to the EXP 10 Speed 6 at a private party in the city's Soho area.

It's there that we caught up with Bentley's design team headed by Luc Donckerwolke and where head of exterior design, Sangyup Lee, explained how work on the car began. "It first started two years ago – a long time for a concept – in a kind of skunkworks in Crewe," he said.

"We had an idea from Luc for a sports car aimed at a younger generation. We wanted Bentley to be a dream car, a poster car. I think it really started when a Ferrari owner told Luc that he was too young for a Bentley!"

Donckerwolke is clearly proud of Bentley's latest creation, on the inside as well as the outside, and told us: "We know what Bentley is and what it can be. This is a pure sports car, a beauty – it's the perfect blend of softness and hardness, especially with the details inside. When you open the door you open it to another world." And he's right. Innovative features such as the quilted wood prove why it's taken two years to get this concept ready to meet the world.

Among the glitterati at the event was John, who described himself as a New York entrepreneur with a love of Bentleys. "I've got a Continental and I'm going to get the SUV," he told us. "And I've got to have one of these – it looks stunning. I'll put my money down now and I don't want them to change a single thing."

No sooner had the lights gone out in New York than the EXP 10 Speed 6 was loaded up and shipped to China – currently Bentley's second biggest market – where we caught up with the car and company CEO Wolfgang Dürheimer at the Shanghai Motor Show.

"To make a good show car in the execution of the EXP 10 Speed 6 you need at least six months – this one took a little longer," Dürheimer told us. "Sometimes you

NEW TECH Following EXP 10 Speed 6's debut in Switzerland, CEO Dürheimer suggested production version wouldn't be just a pretty face; it'll be a plug-in hybrid with revolutionary technology



THE BIG SELL Designers Lee (left) and Donckerwolke (right) show off their creation to world's media and potential customers at New York event; it's proven a hit worldwide since initial reveal

have show cars that are just standstill projects – this one has it all, even an engine. It actually drives!"

So what's planned for the concept in the coming few months? "In Geneva it scored 10 out of 10; people were blown away and our dealers went crazy," said Dürheimer.

"The car is here to test the potential and to get feedback from media, dealers and potential customers. After we have the data from the market research we do an internal study: What's the price level the car could be positioned at? How much would it cost us to make it reality? And then we make the internal proposal – if we see a chance to do it we put the figures together, travel to Wolfsburg [to the main VW Group board] and say 'this is it!'"

Dürheimer is clear that he wants to see the EXP 10 Speed 6 come to market and that it'll complement the Bentley model range. "I'm positive – I want to have the car. I think it



WINNING DESIGN
Select guests at Big Apple event got to see the beautiful detail, like quilted wood inside, that's helped concept win awards





"We know what Bentley is and what it can be. This is a pure sports car, a beauty – it's the perfect blend of softness and hardness, especially inside. When you open the door, you open it to another world"

Luc Donckerwolke Design director



would be the perfect line-up to have the Continental and Flying Spur, as they are now, the backbone of the company. Then we have the SUV, which will open up a bright future for us in terms of growth. And then as a counterpart a two-seater sports car with a stunning look and revolutionary technology. If we do it, it will be a plug-in hybrid."

Back in Europe, the EXP 10 Speed 6 confirmed its potential with another honour, winning the Design Award for Concept Cars & Prototypes at the prestigious Concorso d'Eleganza Villa D'Este in Italy last month. It's also a contender in the annual Auto Express Design Award, which you can vote for at www.autoexpress.co.uk.

While the reaction to Bentley's previous concept car which previewed the Bentayga, the EXP 9 F, had designers heading back to the drawing board, the feedback on the EXP 10 Speed 6 has been universally positive. And with Bentley's bosses keen to make it happen, we think the factory in Crewe may be very busy over the next few years.

PERFECT TIMING
EXP 10 Speed 6 took two years to perfect, but just weeks after Geneva debut, it's thousands of miles away at Chinese show

X
SHANGHAI



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**Performance**0-62mph/top speed
2.8 seconds/217mph**Running costs**17.6mpg (official)
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Lamborghini Aventador

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Steve Sutcliffe
mail@dennis.co.uk

AE SO where do you start when trying to describe what the new £321,723, 740bhp, 217mph Lamborghini Aventador SV is like, not just to drive but to look at, to sit inside, to listen to, or even just to smell? At the beginning, I suppose, which was well over four years ago now when the Aventador was first unleashed upon the world.

Back then, the Aventador reshaped the headlines not merely because of its outrageous looks and thundering 6.5-litre V12 engine. It stood out from those around it because it had a full-blown carbon fibre chassis tub and racing car-like pushrod double wishbone suspension, and even back then it was obvious to

anyone interested that there was quite a lot more to come from the car.

A year or so later the Roadster version was produced, and an excellent progression it was, too. But even with its roof removed and V12 engine exposed to the elements to give it an extra hit of drama, the Aventador still had more to give. You just knew that its four-wheel-drive mid-engined chassis could handle more power, and that the entire car was crying out for the lighter, faster, better treatment that's been at the heart of Sant'Agata's SV models since the Miura first wore the badge in 1971. And now, four and a bit years later, the Super Veloce version – it translates as "Extremely Fast" – is here.

Several aspects define the SV as a more focused machine above and beyond the regular Aventador. Its 6.5-litre V12 has been



Alcantara buckets hold you tight in corners

tuned to produce an extra 49bhp, giving it a huge 740bhp in total. The engine also revs 250rpm higher and rotates more freely thanks to a new variable valve timing system, allied to a new exhaust system.

Plus, the seven-speed gearbox has been tweaked electronically to make changes faster and more violent than ever, with upshifts thumping through in a mere 50 milliseconds in Corsa mode. Likewise, the Haldex four-wheel-drive system has been re-engineered to allow as much as 90 per cent of torque to be deployed via those enormous rear tyres under hard loads. Turn

"V12 revs 250rpm higher and turns more freely due to new variable valve timing system and exhaust"

40**BMW 640d COUPE**
Our verdict as 6 Series goes under the knife. Plus M6 Gran Coupé.**43****BMW X5 M**
Is it a better bet than Porsche Cayenne Turbo or Range Rover Sport SVR?**44****NEW FORESTER**
Rugged Subaru gets raft of updates in cabin and under the skin.**46****LEXUS RC F CARBON**
We get behind wheel of new ultimate version of BMW M4-rivalling coupé.**NEED TO KNOW**

Despite delivering an extra 49bhp over the standard Aventador, the SV is only 0.1 seconds quicker in sprint from 0-62mph

Essentials

Lamborghini Aventador SV

Price: £321,723

Engine: 6.5-litre V12 petrol

Power: 740bhp

Transmission: Seven-speed automatic, four-wheel drive

0-62mph: 2.8 seconds

Top speed: 217mph

Economy: 17.6mpg

CO₂: 370g/km**ON SALE Now**

AERODYNAMICS New three-stage adjustable rear wing combines with the redesigned underside to give 170 per cent increase in downforce over regular model

EQUIPMENT To help manage the performance, massive, beautiful wheels wear Pirelli P Zero Corsa tyres and hide powerful carbon ceramic brakes



Floor the throttle, and straight-line pace on offer is truly ferocious

SV

NEED TO KNOW

First Lamborghini to wear the SV badge was the Miura, back in 1971. Only 150 examples of this more powerful model were ever produced



"Seven-speed box has been tweaked to make changes faster and more violent – upshifts take 50 milliseconds in Corsa mode"

the traction control off in the SV and you're much more on your own than in the regular Aventador. A clumsy boot on the throttle will turn the car right round with the ESC disengaged, unlike on the standard car.

Yet perhaps the biggest step forward is made by the new aerodynamic package. Thanks to a monstrous new splitter at the front, a redesigned underside plus a new diffuser and three-stage adjustable wing at the rear, the SV generates a staggering 170 per cent more downforce than the regular Aventador. On the far side of 120mph it produces nearly 250kg of the stuff, with 60 per cent arriving at the rear axle to keep the tail rooted to the ground in quick corners.

Lamborghini claims the SV is 150 per cent more aerodynamically efficient than the standard car, and that's the key number when it comes to the management of air, as it takes into account drag as well as pure downforce. It would be relatively easy, say engineers, to generate vast downforce, but that's no use if drag increases exponentially at the same time. Yet with the SV this isn't the case. The car is almost as clean through the air as a regular Aventador, but generates massively more aerodynamic grip.

Mate all these individual elements to a 50kg reduction in kerbweight (thanks to lighter forged alloys and more extensive use of carbon inside and out), and you get an inkling of what a serious machine this is. Except, of course, nothing can truly prepare you for the onslaught of sensations that hit you when you fire up the SV and begin to drive it.

Different

On the move it feels instantly different to the regular Aventador. The ride is urgent but not ridiculously stiff and the new variable ratio steering rack feels incredibly natural in its responses, but also way crisper and much more incisive than the standard car's system. And the exhaust note is twice, if not three times as loud – to a point where you wonder how on earth the SV manages to pass European noise tests, even if it does have exhaust baffles that stay shut until beyond 2,000rpm.

But it's what happens when you floor the throttle in a low gear that will define your impression of this Lambo. The acceleration is so violent in second, third and even fourth that it comes as a shock, no matter how familiar you are with hypercar performance.

It doesn't feel as ridiculous as a LaFerrari for pure, straight-line energy, but neither does it feel like it would trail Maranello's masterpiece along any straight. Considering it costs less than a third as much as the Ferrari and only 600 will be made over the next two years – guaranteeing the SV almost as much exclusivity as the LaFerrari – that makes it seem like good value. Potential

NEED TO KNOW

You'll pay an extra £61,683 for the step up in pace and exclusivity the SV brings over a standard Aventador, plus the reduction in weight



There's far more aerodynamic grip than in standard Aventador, and SV feels amazingly planted

"Acceleration is violent – it comes as a shock, no matter how familiar you are with hypercar pace"



Interior is beautifully finished, with carbon and Alcantara. Our man enjoys new steering



SV didn't disgrace itself on wide open tarmac of Barcelona's F1 circuit, allowing us to maintain high speeds through sweeping bends

owners of the SV would seem to think so, too: Lamborghini boss Stephan Winkelmann has claimed that virtually the entire run of 600 cars has already sold out, with the biggest market by far being the US.

On a circuit as wide and open as the one at Barcelona, home of the Spanish GP, most road cars would feel hopelessly at sea, and not very fast. The straights are long, the corners fast, with only a couple of points on the lap where you drop much below three figures. But the SV feels entirely at home. It

eats the straights and feels beautifully planted in the corners, its bespoke Pirelli Corsa tyres generating huge grip, even with the ESC stability system switched off (in fact, especially with it switched off; with it on there's so much power available, the system constantly tries to trim the throttle back).

As you'd expect in such a car, the brakes feature vast carbon ceramic discs, and the feel and power of the system is impossible to fault. The SV stopped time and again, without fade, from ultra-high speeds for lap

after lap – impressive given it weighs over 1,600kg with fluids plus a driver on board.

But not as impressive as the way it sounds, accelerates or corners. Or turns heads. The SV is a serious car for serious enthusiasts, yet perhaps its greatest trick is that it's still relatively easy to drive. And that was always a key engineering brief; Lamborghini wanted to produce an "Extremely Fast" Aventador, yes, but bosses also wanted to make a car that's accessible. Otherwise, they concluded, what would be the point?



Verdict

THE SV is almost certainly the best car Lamborghini has ever made. From its ear-splitting exhaust note to the head-turning supercar styling, it fulfils the brief that Lambos should be the most outrageous cars on the road. But there's real substance behind the drama – usable downforce, delicate steering, huge grip and balance at the limit all combine to make it enormous fun to drive, so long as you can find the space on the road, or preferably the track, to exploit its epic performance.



Essentials

Vauxhall Viva SL 1.0

Price: £9,495
Engine: 1.0-litre 3cyl petrol
Power/torque: 74bhp/95Nm
Transmission: Five-speed manual, front-wheel drive
0-62mph: 13.1 seconds
Top speed: 106mph
Economy: 62.8mpg
CO₂: 104g/km

ON SALE Now



REAR SEATS Despite the compact exterior dimensions, there's enough space in the back for two six-foot adults. Seating three abreast will be a bit of a squeeze. All Vivas come with Isofix mounts on the two outer seats, so it can work as a family car

BOOT SPACE At 206 litres with the rear seats up, the boot is 48 litres smaller than the class-leading Suzuki Celerio's. The space expands to 1,013 litres – a fair bit more than the Suzuki – when the seats are folded, but a hefty lip makes loading tricky



Interior feels basic, but our SL has higher-quality two-tone finish and leather steering wheel. IntelliLink system will be added next year



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AF THE Vauxhall Viva started life as a small family saloon car back in the sixties, but after 16 years in production and more than 1.5 million sales, the name was consigned to the history books. Or so we thought.

The brand's decided to revive the Viva this year as an all-new city car – designed to rival the likes of the Hyundai i10, Citroen C1 and our current favourite, the Skoda Citigo.

On paper, things look good. Prices start from just £7,995, with even the basic SE getting five seats, electric front windows, cruise control and a trip computer. It's this top-spec SL that looks the most tempting for kit-hungry UK buyers, though, as it adds climate control, Bluetooth and alloy wheels for just £1,500 extra.

Climb aboard and interior quality is surprisingly good, considering that the Viva is one of the cheapest new cars on sale in the UK. It's not quite up to the standards of the Volkswagen up! or even the i10, but it's a step up on the Suzuki Celerio, which is

priced at a similar level to the Vauxhall. As you'd expect, entry-level SE cars get some scratchy plastics on the dash, but the SL adds a two-tone grey and black facia and chrome flashes on the interior door handles. It also features privacy glass at the rear, and a leather-wrapped steering wheel.

Next year, Vauxhall will offer buyers the IntelliLink touchscreen from the Corsa and Adam, plus the OnStar concierge service, which enables drivers to call the company to automatically set specific destinations and points of interest into the car's sat-nav. Apple CarPlay and Android Auto will feature later as part of GM plans to corner the market by offering both systems on a range of models.

All models use the same 1.0-litre engine, with 74bhp and just 95Nm of torque. Still, that's enough to make the Viva feel nippy in town. SE cars are available in more frugal ecoFLEX trim, adding low-rolling-resistance

tyres and front and rear spoilers. This helps to bring CO₂ emissions below the magic 100g/km barrier for free road tax, while adding £175 to the price. The car you see here emits 104g/km, for £20 a year VED, while all models promise 60mpg-plus.

On the open road, though, the Viva needs to be worked hard to make decent progress. Granted, it will primarily be used in urban areas, but if your commute involves faster roads, go for the more grown-up Citigo or i10. Even so, body roll is well controlled, and the ride is just the right side of firm.

Road noise is a bit of an issue, however, with an unwelcome din sent into the cabin and effectively masking any sort of engine or wind roar. If you stick to 60mph you'll be fine, but anything more and occupants will have to raise their voices on the move.

Practicality is good, if not quite class-leading. There's decent space in the back



Vauxh

FIRST DRIVE New city

NEED TO KNOW

Prices start from £7,995 for the basic SE – but that does without air-conditioning. Upgrading to the SE A/C model will cost you £495



"Viva needs to be worked hard, but body roll is well controlled and the ride is just the right side of firm"



Vauxhall Viva

Performance
0-62mph/top speed
13.1 seconds/106mph



Running costs
62.8mpg (official)
£37 fill-up



car scores on price. We hit road to see if it can challenge class leaders



for a six-foot passenger to sit behind a driver of a similar height, and the boot will hold 206 litres of luggage with the rear seats in place and 1,013 litres with them down.

There's no underfloor storage and no spare wheel, although you can add one from the relatively measly options list. For comparison, the up!, Citigo and SEAT Mii trio offer 251 litres, while the current class champ here is the Celerio with 254 litres.

Up front, the seats offer decent support, and all models get height adjustment on the driver's side. The steering wheel only adjusts for tilt, though, so if you find yourself sitting too close, your only option is to rake the seat right back. Avoid the optional sunroof and there's plenty of headroom, too.

The Viva is certainly an interesting city car. Vauxhall has admitted it's targeting cautious, price-conscious, A to B motorists who want the convenience of a small five-door urban runaround. Think of it like that, and the Viva is a well rounded, if inoffensive, choice.



Auto Express Verdict

THE new Vauxhall Viva is a worthy addition to the city car market, with styling that's funky enough to attract younger buyers. While it doesn't really move the game on in any one respect, it does represent impressive value for money – even this top-spec model comes in at less than £10,000. If you spend all your time in town, the Viva could suit you down to the ground, but venture on to the motorway and noise is an issue.





Chassis is set up for relaxed progress not sharp cornering, but 640d is still quite agile

BMW 640d Coupé

FIRST DRIVE Styling tweaks inside and out, plus efficiency gains, give diesel GT a boost



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AE BMW added some intrigue to the launch of the revised 6 Series. Before we got behind the wheel, it announced we'd be driving the new LCI version of the coupé. So would the car benefit from something really exciting such as Lightweight Chassis Innovation or Larger Combustion Injection? Or perhaps it has a Low Carbon Impact?

Turns out LCI means Life Cycle Impulse, which is BMW-speak for a mid-life facelift. And as facelifts go, it's rather minor on the 6 Series – especially compared to the revolutionary update to the 1 Series.

You get some external styling tweaks, like revised bumpers, full LED headlamps as standard, new door mirrors, wider exhausts, fresh alloy wheel designs and a few new colours. But unless you parked the fresh 6 Series next to its predecessor, you'd be hard pushed to spot any of the changes.

Inside, the upgrades are slightly more noticeable. A leather dash is now standard on all models, and this helps to enhance the car's luxury feel. BMW's ConnectedDrive is bundled in, too, and includes an in-built subscription-free mobile sim card, so the car can automatically alert the emergency services in the event of an accident.

However, the most radical revision is the new fully digital driver display. When

you change the car's mode between Eco Pro, Comfort and Sport, the colour and design of the dials change. The display is very crisp and easier to read than the old car's analogue set-up, although in some ways we'd can't help but feel some of the graphics used are a little too PlayStation for such a grown-up car.

In fact, the 6 Series has always been the sensible man's coupé – especially this 640d version. Small wonder then that BMW has done very little to the way it drives.

The engine now complies with Euro 6 emissions rules and there are mild gains in efficiency, although you'll probably feel no real difference at the pumps. Still, 51.4mpg and 147g/km are incredible considering the power on offer. With 309bhp on tap, the 3.0-litre diesel is a very strong performer – and it even makes a pleasant noise as fake engine sounds are played via the speakers so you don't notice the diesel rattle.

Also, the hugely flexible nature of the engine's delivery means you just short shift through the super-slick eight-speed auto, riding the relentless tide of torque. This relaxed nature really suits the 6 Series' chassis – but don't expect Porsche 911 poise, delicacy and involvement.

Still, take the BMW 640d for what it is – a surefooted, supremely comfy, effortlessly fast, surprisingly efficient and luxurious GT – and it's hard to fault, even if the mid-life updates aren't that spectacular.

Performance

0-62mph/top speed
5.3 seconds/155mph



Running costs

52.3mpg (official)
£84 fill-up



Dash now gets digital display, plus leather trim is standard; diesel offers plenty of pace



Essentials

BMW 640d M Sport

Price: £66,170
Engine: 3.0-litre 6cyl turbodiesel
Power: 309bhp/630Nm
Transmission: Eight-speed automatic, rear-wheel drive
0-62mph: 5.3 seconds
Top speed: 155mph
Economy: 51.4mpg
CO₂: 147g/km

ON SALE Now



EQUIPMENT BMW Professional sat-nav is included as standard, as is ConnectedDrive and full leather – which even extends to the dash. You also get LED lights and an eight-speed auto box



PRACTICALITY There's plenty of room up front and the Coupé is luxuriously appointed, but rear space is a bit tight. The 6 Series Gran Coupé is a much better four-seater proposition



Auto Express Verdict

REVISIONS to the BMW 6 Series aren't that obvious. The exterior has benefited from a handful of minor changes, while inside, even fewer updates have been carried out – the most noticeable are the new digital dials, which won't be to everyone's taste. Overall, though, the changes add up and marginally enhance the appeal of what was already a great car – which still makes most sense with the highly impressive 3.0-litre diesel.



BMW M6 Gran Coupé

FIRST DRIVE 552bhp four-door supercoupe has also been under the knife



NEED TO KNOW

For more power, there's the £5,500 Competition Pack. It adds another 40bhp, as well as stiffer suspension

Essentials

BMW M6 Gran Coupé

Price: £93,100
Engine: 4.4-litre V8 twin-turbo
Power/torque: 552bhp/680Nm
Transmission: Seven-speed dual clutch, rear-wheel drive
0-62mph: 4.2 seconds
Top speed: 155mph
Economy: 28.5mpg
CO₂: 231g/km

ON SALE Now



PRACTICALITY Unlike the 640d, M6 Gran Coupé is a full four-seater. Sloping roof makes headroom a bit tight, but there's plenty of legroom



Auto Express Verdict



AE UPDATES to the BMW 6 Series aren't limited to 'basic' models like the 640d (left). They extend across the board, to cars like the M6 Gran Coupé, which features the same hard-to-spot changes to the bumpers, plus new door mirrors and full-LED lights.

Inside, the flagship four-door coupé also benefits from some black trim on the centre console, a revised iDrive infotainment screen and BMW's ConnectedDrive as standard. Yet while the normal 6 Gran Coupé gets digital dials, the M6 retains its M-branded analogue set-up. Still, luxurious Merino leather is now standard, which makes the cabin even plusher, and there's a head-up display.

Other than this, the car is as before – and it's still one of the most curious M models ever. BMW made the 6 Series Coupé less sporty by adding some rear doors, before its M division made it more sporty again with bespoke suspension, brakes, differential, gearbox and, of course, that 4.4-litre twin-turbo V8. It seems illogical, but it works.

As before, the M6 Gran Coupé produces 552bhp, as well as 680Nm of torque from just 1,500rpm. Unsurprisingly, it shoots off like a rocket as soon as you floor the throttle and races from 0-62mph in 4.2 seconds. It emits a

seismic rumble as it does so, with each change up from the seven-speed dual-clutch paddleshift box highlighted by a distinctive 'parp' from the huge exhausts.

You can change the speed of the shifts from barely noticeable to ultra-aggressive and, by pressing some other buttons next to the gear selector, alter the throttle response, steering weight and stiffness of the adaptive suspension. For most of the time, Comfort is the best mode as it gives the M6 Gran Coupé a welcome dose of usability, but it's best to leave the engine mode in Sport to give a proper M-like sound.

Still, if you think that you could possibly need even more power, there's a £5,500 Competition Pack which turns the M dial all the way up. It includes firmer suspension and gives an extra 40bhp – neither of which we feel is necessary. Perhaps a more useful upgrade would be our car's carbon ceramic brakes. They're expensive, at £7,395, but scrub off speed at an eye-popping rate.

EQUIPMENT Climate control, leather seats and head-up display are all included as standard, as are M differential and adaptive dampers



Auto Express Verdict

THE BMW M6 Gran Coupé may not be our first choice of 6 Series, nor our first choice of M car, but you still have to respect its performance, poise and presence. And now this range of admittedly minor updates – the most significant of which is the addition of Merino leather upholstery as standard – helps to make the car slightly more appealing than before.



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BMW X5 M

FIRST DRIVE Muscular SUV delivers storming pace and handling finesse



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IN a game of Top Trumps, the X5 M puts clear daylight between itself and rivals. To demonstrate, let's take its obvious competitors as yardsticks – the Porsche Cayenne Turbo and Range Rover Sport SVR.

With 567bhp and 750Nm of torque from its 4.4-litre twin-turbo V8, the BMW beats the Range Rover (542bhp and 680Nm), and while the Porsche has 750Nm of torque, it can only manage a 'puny' 513bhp.

The X5 M's power translates to an unhinged 0-62mph time of 4.2 seconds – three and five-tenths faster than the Cayenne and SVR respectively. And although its 155mph top speed lags behind both, we wouldn't bet against it winning here, too, if the electronic limiter was removed. There's no arguing with the numbers, then, but is this a true M car from behind the wheel?

BMW has fitted an eight-speed torque-converter auto, rather than the M dual-clutch box in the M3/M4, and it's a wise choice. Flatten the throttle, and it drops a couple of ratios before you explode down the road in a whirlwind of acceleration and noise you don't expect from a 2.3-tonne SUV.

Use the steering wheel-mounted paddles and wind the windows down, and you can enjoy snarling burps from the quad exhausts on upshifts. Separate buttons for the standard Adaptive M suspension, steering weight, gearbox ferocity and throttle response let you tailor the car's behaviour, and with everything dialled down, it's perfectly comfortable.



Performance

0-62mph/top speed
4.2 seconds/155mph

Running costs

25.4mpg (official)
£99 fill-up

Essentials

BMW X5 M

Price:	£90,180
Engine:	4.4-litre V8 twin-turbo
Power/torque:	567bhp/750Nm
Transmission:	Eight-speed auto, four-wheel drive
0-62mph:	4.2 seconds
Top speed:	155mph
Economy:	25.4mpg
CO ₂ :	258g/km

ON SALE Now



Matt Vassier

EQUIPMENT X5 M comes loaded with standard kit, including Professional nav, sports seats and dual-zone air-con. Our test car had optional (£1,900) 21-inch rims



PRACTICALITY Split tailgate with a powered glass section is useful; 650-litre boot is bigger than a Range Rover Sport's or Porsche Cayenne's



Optional Mugello Red leather lifts cabin, but it's an expensive option at £3,675

and civilised – even with firmer damper settings and 10mm lower springs than the standard car. The problem is, even small prods of the throttle cause it to leap forward, giving the sense that it is always straining at the leash.

In corners, the standard X5 already does a physics-defying job of hiding its mass, and the M version is even better. There's zero slack in the steering, while a quicker ratio makes turn-in instant. From there, the car stays flat and grips hard.

But it all begs the question: if you want to be pinned to your seat and feel adrenaline pump through your veins, why buy an SUV? Sure, the X5 M will up your pulse, but not as much as a true sports car.

STYLING Unique 'air breathers' behind the front wheels are standard, along with M-specific twin-arm wing mirrors and a deeper all-round bodykit

Auto Express Verdict

IN just about every way, the X5 M is an impressive feat of engineering. From its blistering straight-line acceleration and sharp handling to its pumped-up styling, the BMW is for those who like their cars large, fast and loud. However, it's unjustifiably almost twice as expensive than the X5 40d M Sport, and if you're after adrenaline-pumping thrills, then an out-and-out sports car will do a better job. Still, when it comes to raw numbers, it has rivals covered.





Subaru Forester

FIRST DRIVE Revised Forester scores on kit, but struggles to impress in competitive class



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AF THE Subaru Forester has forged a loyal following thanks to its unusual styling that blends estate and SUV, along with its rugged image and focus on off-road ability.

This is the latest version and there are no visual differences to speak of over the previous model. With the flood of new and fashionable crossovers, such as the Mazda CX-5 and Nissan Qashqai, the Forester's boxy silhouette is starting to look dated in an increasingly style-conscious sector.

However, there are important changes inside. The previous Pioneer aftermarket-style infotainment system has been ditched in favour of Subaru's own 7.0-inch display, featuring sat-nav and Bluetooth. It's far

more intuitive to use, but at times we found it frustratingly unresponsive.

Subaru has added extra sound deadening to the updated Forester, and while it better isolates gruffer engine notes on the move, the diesel still clatters into life and is too noisy on the road. There's a punchy 350Nm of torque on offer, but the CVT gearbox doesn't make the most effective use of it and blunts performance. You have to rev the engine to make real progress – unusual for a diesel – but it's a common gripe with most CVT gearboxes, so you're best off sticking with the six-speed manual and pocketing the £2,000 saving.

Standard four-wheel drive will appeal to Subaru's target customer, but it comes at the expense of fuel economy. Subaru claims 46.3mpg and 158g/km of CO₂ – poor when

Performance

0-62mph/top speed
9.6 seconds/117mph



Running costs

46.3mpg (official)
£71 fill-up



New infotainment system is welcome, but cabin materials could be improved

compared to an equivalent four-wheel-drive Honda CR-V with 55.4mpg and 134g/km.

On the move, the Subaru is composed on quicker A-roads but fidgets over broken or uneven surfaces at lower speeds. Permanent all-wheel drive won't leave you short on grip, but the overly light steering doesn't relay much information back to the driver. Venture off the beaten track and the Forester is at home thanks to its impressive ground clearance, dedicated off-road setting and no-nonsense attitude.

Inside, the quality isn't quite up to class standards. There's a real mix of plastics and

textures on the dashboard and centre console where you'd expect to find plusher materials given the near-£31,000 price tag.

One thing you won't be complaining about, however, is a lack of kit. This top-spec XC Premium model comes with an electric sunroof, sat-nav, DAB radio and leather upholstery as standard. While the sunroof may sound like a bonus, it does throw up a few issues, as it eats into rear passenger headroom and occasionally casts direct sunlight on to the central display, making it difficult to operate.

The 505-litre boot is a decent size and significantly larger than the Qashqai's, with the wide and long load bay increasing to 1,577 litres with the rear bench folded flat.



Essentials

Subaru Forester

Price:	£30,995
Engine:	2.0-litre 4cyl turbodiesel
Power/torque:	145bhp/350Nm
Transmission:	CVT automatic, four-wheel drive
0-62mph:	9.6 seconds
Top speed:	117mph
Economy:	46.3mpg
CO ₂ :	158g/km

ON SALE Now



EQUIPMENT A new 70-inch display provides access to an updated satellite navigation system, Bluetooth and DAB radio. A full leather interior and air-conditioning also come as standard



PRACTICALITY A generous load bay serves up 505 litres – that's 75 litres more than that in a Qashqai. Rear passenger headroom is restricted by the optional electric sunroof



Verdict

THE updated Forester remains a niche choice despite the updates. Its anti-fashion styling means it fades into the background, so its rugged off-road roots remain its main USP. The problem is, in a market which is becoming spoiled for choice, the Forester appeals to an increasingly small band of buyers, many of whom already own one. So while it has a certain charm in isolation, as a business case it's beginning to look seriously flawed.



Renault Espace Initiale Paris

FIRST DRIVE Top-spec seven-seater points to flagship trim for future UK cars



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AE WE know Renault has no immediate plans to bring the new Espace to the UK, but this top-spec Initiale Paris model has more relevance than you may think – with the trim likely to be used on upcoming cars in the not-too-distant future.

Renault has thrown everything at its flagship model, with all but the panoramic roof included as standard. That means unique 19-inch alloy wheels, exclusive colours, full Nappa leather and heated massage seats. Initiale cars even get laminated side windows – which, when paired with this hushed turbo petrol engine, make for impressively quiet cruising.

In France, the Initiale Paris version commands a premium of around 4,000 Euros (£2,850) over the next-level Intens specification, and includes things like concierge servicing and an improved dealer experience.

Under the bonnet, Renault has lifted the 197bhp 1.6-litre engine from

Espace gets four-wheel steering as standard, but still wallows in corners

the Clio RS. The seven-seat MPV is heavy, though, tipping the scales at more than 1.6 tonnes – around 400kg more than the Clio.

It shows, too. The normally exciting four-cylinder turbo never feels fast – and the lowly 260Nm of torque is some 120Nm shy of the diesel we drove in Issue 1,366. While the Espace easily keeps up with traffic, it's far from exciting, and no matter which of the five driving modes you use, it wallows and floats round corners rather than attacking them with any finesse. The 4CONTROL four-wheel steering system works well, but the new Ford S-MAX is a much sharper drive.

The EDC gearbox doesn't feel as quick as comparable set-ups from VW Group cars, either. It isn't helped by the lack of steering wheel-mounted paddles, and if you use the shift-by-wire lever on the centre console, it won't always give you the gear you ask for.

It's a shame the new Espace doesn't drive as well as it looks

because, as a piece of design and technology, it's up there with the best. The fact that we could see styling influences and trim levels on lesser Renaults in the range is an exciting prospect.

Essentials

Renault Espace Initiale Paris TCe 200 EDC

Price:	46,300 Euros
Engine:	1.6-litre 4cyl turbo
Power:	197bhp/260Nm
Transmission:	Seven-speed auto, front-wheel drive
0-62mph:	8.6 seconds
Top speed:	131mph
Economy:	45.6mpg
CO ₂ :	140g/km

ON SALE N/A



NEED TO KNOW
This top-spec Espace uses same 197bhp 1.6-litre turbo engine as Renaultsport Clio

NEW LOOK The two rows of individual rear seats fold flat for up to 2,100 litres of boot space. They slide for better legroom, too



EQUIPMENT A button on the centre console allows the driver to choose between Neutral, Comfort, Sport and Eco modes



Verdict

RENAULT has no plans to sell the fifth-generation Espace in the UK, but it won't be long before we see other Renaults in this luxurious trim. If you're offered a choice of a petrol or diesel Espace as a holiday rental this summer, though, go for the latter. It's more responsive, with an extra 120Nm of torque, and cheaper to run.





Lexus RC F Carbon

FIRST DRIVE Coupé cuts weight with little obvious benefit



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AF THE RC F has only been on sale for a matter of months, but Lexus has already spruced it up with some carbon fibre add-ons and an £8,000 price hike.

The Carbon gets an unpainted carbon fibre bonnet, roof and spoiler, all available only on this standalone model rather than as optional extras. The car weighs 10kg less than standard, but posts identical performance figures from the 471bhp 5.0-litre V8.

That means it still covers 0-62mph in 4.5 seconds – 0.2 seconds slower than the new BMW M4 – and will keep accelerating to an electronically limited 168mph. There's no denying it's fast, but it doesn't feel as urgent as the turbocharged M4 – even in Sport or Sport+ mode.

On top of the standard Torsen limited slip differential to spin the outside wheel faster, the Carbon edition adds a £3,500 Torque-Vectoring Differential that actively shuffles torque between the rear wheels. It goes some way to disguising the car's weight, but can feel artificially snappy on turn-in – almost as if it's trying to anticipate your manoeuvre rather than waiting for your inputs.

Inside, changes to the cabin are few and far between, meaning you get the same well built dashboard, TFT dials and touchpad control system. All Carbon models feature a 17-speaker Mark Levinson stereo, rather than the normal RC F's 10-speaker Pioneer set-up, while as before each car has heated and ventilated seats, dual-zone climate control and rain-sensing wipers.

The thick-rimmed, leather-wrapped steering wheel is lovely to hold and the Alcantara bucket seats – the standard car gets leather – are surprisingly comfortable.

While the standard RC F blends an old-school muscle car feel with all the usual Lexus luxuries, this Carbon pack offers little else other than some Fast and Furious-style add-ons and a trick differential. For that reason we'd save our cash and go for the standard car – or better still, an M4.



Cabin has Mark Levinson stereo; black panels look strange

NEED TO KNOW

The RC F Carbon costs £8,000 more than the standard car, adding a carbon fibre bonnet, boot and spoiler, as well as a trick differential and Alcantara interior. It weighs 10kg less, yet performance remains the same

Lexus RC F Carbon

Price: £67,995

Engine: 5.0-litre V8

Power: 471bhp

Transmission: Eight-speed auto, rear-wheel drive

0-62mph: 4.5 seconds

Top speed: 168mph

Economy: 26.2mpg

CO₂: 251g/km

ON SALE Now

Auto Express Verdict

If this RC F was considerably lighter and faster than the standard car, it would be easier to justify the extra £8,000 it costs. But it's really only a design exercise and the black bonnet, roof and spoiler look at odds with the car's usually classy appeal. This is only really for those who simply must have the ultimate performance Lexus.



Coming soon



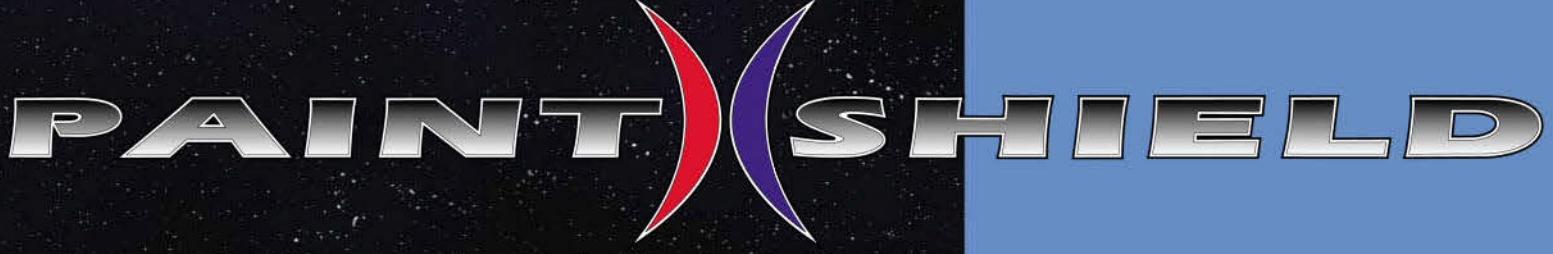
MINI CONVERTIBLE 2016

Drop-top MINI will become one of five core models in the line-up when it's introduced next year.

SUPERMINIS		
Fiat 500	2016	VW Golf R400
Ford Ka	mid 2015	VW Scirocco GTS
Ford Fiesta	2017	2016
Honda Jazz	summer	Alfa Romeo SUV
Renault Twingo GT	late 2015	Aston Martin DBX
Renault ZOE update	late 2015	2019
Renault 5	late 2015	Audi Q1
SEAT Ibiza	2016	2016
Smart ForTwo Brabus	mid 2016	Audi Q5
Suzuki Swift	2017	Audi Q6
Vauxhall Viva	summer	Audi Q7
		Audi Q8
		Audi RS Q1
		Bentley Bentayga
		BMW 1 Series Sport Cross
		BMW X2
		BMW X3
		BMW X7
		Citroen Grand Cactus
		Dacia Duster facelift
		Ford Edge
		Honda HR-V
		Infiniti QX30
		Jaguar F-Pace
		Lamborghini Urus
		Land Rover Defender
		Lexus RX
		Maserati Levante
		Mercedes AMG GT four-door
		Mercedes GLC Coupe
		Mercedes GLE Coupe
		Mercedes GLE
		Mercedes GLS
		MG GS
		Peugeot Quartz
		Porsche Cayenne Coupe
		Porsche Macan Turbo S
		Porsche Macan GTS
		Porsche Panamera
		Qoros 2 SUV
		Qoros 3 City SUV
		Renault Kwid
		Renault Kadjar
		Renault seven-seat SUV
		Rolls-Royce SUV
		SEAT SUV
		Skoda Yeti+2
		Suzuki iM-4
		Tesla Model X
		Toyota C-HR
		Volkswagen Taigun
		Volkswagen Tiguan
		Volkswagen T-ROC
		Volvo XC40
		Volvo XC60
SPORTS CARS		
Alfa 4C Stradale	late 2015	2016
Alfa 6C	2016	Renault seven-seat SUV
Aston Martin DB9	late 2016	late 2016
Aston Martin V8 Vantage	early 2016	Rolls-Royce SUV
Audi A5	spring 2016	SEAT SUV
Audi A9	2018	Skoda Yeti+2
Audi R4	2016	2016
Audi R8	autumn	Suzuki iM-4
Audi TT RS	2016	Tesla Model X
Audi TT Sportback	2016	Toyota C-HR
Audi TT Sport Quattro	2016	Volkswagen Taigun
BMW M1	2016	Volkswagen Tiguan
BMW M2	late 2015	Volkswagen T-ROC
Caterham sports car	2016	Volvo XC40
Ford GT	2016	Volvo XC60
Ford Focus RS	2016	
Honda Civic Type R	late 2015	
Honda CR-Z	2017	
Honda NSX	late 2015	
Honda NSX Type R	2017	
Infiniti Q60	2016	
Jaguar XE SVR	early 2016	
Kia GT4 Stinger	2016	
Lamborghini Asterion LP910-4	2017	
Lexus GS F	late 2015	
Lexus RC	late 2015	
Lexus LF-LC	2016	
Lexus Evora 400	summer	
Maserati Alfieri	2016	
Maserati GranTurismo	late 2017	
McLaren 570S	late 2015	
McLaren 540 C	2016	
Mercedes C 450 AMG Sport	2016	
MG TF replacement	2020	
Nissan Pulsar Nismo	late 2015	
Peugeot 308 R	late 2015	
Porsche Boxster Spyder	late 2015	
Porsche Cayman GT4	mid 2015	
Porsche 911 GT3 RS	mid 2015	
Porsche 911 facelift	late 2015	
Porsche 961	2017	
Porsche 911 GT3 RS	2018	
Renault Alpine	2016	
Toyota FT-1 (Supra)	2016	
PEOPLE MOVERS		
BMW 2 Series Gran Tourer	June	
Ford C-MAX facelift	summer	
Ford Grand C-MAX facelift	summer	
Ford S-MAX	2016	
Mercedes R-Class	2016	
VW Touran	November	
VW Transporter	late 2015	
CABRIOLETS		
Audi R8 Spyder	2016	
Fiat 124 Spider	summer 2016	
Jaguar F-Type SVR	late 2015	
Jaguar XE Convertible	2016	
Lamborghini Huracan Spyder	late 2015	
Mazda MX-5	summer	
Mercedes C-Class Cabriolet	late 2015	
Mercedes S-Class Cabriolet	late 2015	
MINI Convertible	2016	
Range Rover Evoque Cabriolet	2015	
Rolls-Royce Dawn	2016	
VW Beetle Dune cabriolet	late 2015	
LUXURY CARS		
Audi A8	2017	
BMW 7 Series	late 2015	
Cadillac ELR	late 2015	
Infiniti Q80	2020	
Jaguar XF	late 2015	
Mercedes S-Class Pullman	2015	
Rolls-Royce Phantom	2017	
VW Phaeton	late 2016	
Volvo S90	2016	



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AE THE fierce battle for hot hatch honours is reaching boiling point. In an effort to hold high-performance bragging rights and secure more sales, manufacturers are turning up the wick on their hottest pocket rockets.

One of the most eagerly anticipated arrivals is the MINI John Cooper Works, which is the most powerful model yet from the British brand. Based on our reigning Car of the Year, the racy newcomer packs a 228bhp 2.0-litre turbo engine, uprated suspension and more muscular looks. With prices from £23,050, it isn't cheap, but the JCW promises scorching acceleration, sparkling driving dynamics and upmarket appeal.

However, it's not the only souped-up supermini making its debut. The Vauxhall Corsa VXR has finally been treated to the same mid-life facelift as the standard car, but there's more to this refresh than a cosmetic nip and tuck.

Featuring more power than before, plus the option of a Performance Pack upgrade, the £20,395 car looks to have pace and price on its side.

Setting the benchmark for our pair of newcomers is the Ford Fiesta ST. It features the brand's Mountune engine upgrade, and looks tough to beat with its power, poise and price tag. The heat is on...

Boiling point

New 228bhp MINI John Cooper Works has raised the temperature in the hot hatch market, but can it see off Vauxhall and Ford rivals?

LIVING WITH A...
FORD MONDEO

Big saloon makes a big impression, but our man has hit upon a problem.

LIVING WITH A...
VW GOLF GTI

We bring brilliant hot hatch together with the car that started it all.

**Ford Fiesta ST-3 Mountune**

Price: £20,144 **Engine:** 1.6-litre 4cyl, 212bhp

0-60mph: 6.4 seconds **Test economy:** 33.4mpg/7.3mpl

CO₂: 139g/km **Annual road tax:** £130

**MINI John Cooper Works auto**

Price: £24,380 **Engine:** 2.0-litre 4cyl, 228bhp

0-60mph: 5.7 seconds **Test economy:** 32.1mpg/7.1mpl

CO₂: 133g/km **Annual road tax:** £130

**Vauxhall Corsa VXR**

Price: £20,395 **Engine:** 1.6-litre 4cyl, 202bhp

0-60mph: 6.5 seconds **Test economy:** 28.9mpg/6.4mpl

CO₂: 174g/km **Annual road tax:** £225



MODEL TESTED: MINI John Cooper Works auto

PRICE: £24,380 ENGINE: 2.0-litre 4cyl, 228bhp

AF MINI already has a strong reputation for building superminis that are entertaining to drive, but the John Cooper Works version takes the basic formula of the Cooper S and turns everything up to 11. It gets a bolder look, more power, bigger brakes, a sharper chassis and a fruitier sounding exhaust, although it's £4,000 pricier than the standard Cooper S. Here, we try the six-speed auto model, which features launch control and costs £24,380.

Styling 4.1/5

EVER since the new MINI brand launched in 2001, it's traded on its retro looks, but unless you're a hardcore fan, you'll struggle to identify the high-performance JCW model over the standard Cooper S.

Up front, there are extra air vents under the grille and ahead of the wheelarches to boost airflow to the more powerful engine, while an oval JCW badge and red trim strip are added to the honeycomb grille. Deeper sills feature under the doors and more grilles are added to the back bumper, plus a large wing sprouts from the top of the bootlid.

There are 17-inch silver alloys as standard, while the 18-inch Cup wheels featured on the car in our pictures are a £740 option, adding run-flat tyres. The Rebel Green paint is a £750 extra and almost looks black unless in direct sunlight, plus we're not sure the red roof goes with it. At least the contrast finish is a no-cost option, but black or white would be a better fit here. Even better are the JCW's standard colours, as white, red or yellow are offered and give the car a bolder look in keeping with its potential.

Inside, the MINI gets a gloss-black surround with chronograph-style markings to the large circular centre console display, while JCW sports seats in cloth and suede-effect trim are standard. Aside from that, the cabin is largely the same as the Cooper S, although that does mean it's well built and has plenty of retro touches, from the bank of toggle switches on the dash to that central display.

As you'd expect, there are lots of optional extras, including leather, different trim finishes and colours, sat-nav and advanced Bluetooth and smartphone connectivity. Our car featured the optional sat-nav, which also adds a BMW iDrive-style cabin controller by the gearlever. We'd recommend specifying this, as it makes accessing the cabin functions a lot easier.

Driving 4.2/5

MINI has tried to give the JCW a harder edge, and it's evident as soon as you press the toggle starter switch – the 228bhp 2.0-litre twin-turbo under the bonnet fires up with a bassy rumble from the twin exhausts.

Go for the auto model, and MINI throws in launch control, which stood the car in good stead against its rivals here. Simply put your left foot on the brake pedal, apply full throttle with your right and release the brake, and the JCW will fire off the line. We managed 0-60mph in just 5.7 seconds, which was seven-tenths faster than the Ford Fiesta and four-tenths quicker than MINI's claimed 0-62mph time.

The gearbox delivers rapid shifts with a woofle from the exhaust and a chirp from the turbo wastegate on each upshift, but on the whole, the car sprints off the line without drama. In gear, all three models were closely matched, although the Fiesta did have a slight edge in our 50-70mph tests.

However, the JCW has always been about more than straight-line speed, and the latest car lives up

Testers' notes

"There's no doubt that the John Cooper Works MINI is a rapid and accomplished hot hatch, but it lacks some of the drama a car at this level needs to impress. We expected it to deliver the same aural drama as the Cooper S we tested in Issue 1,365, which popped and banged on the overrun every time you lifted off the throttle, but no such thing happens in the JCW. It could just be down to the auto box, but it's disappointing nonetheless."



James Disdale Road test editor

to its illustrious badge with fantastic handling. Turn into a bend, and the chassis responds instantly, while the high level of grip means you can carry massive amounts of speed in corners. There's next to no body roll, while the weighty steering has brilliant feedback.

Get on the power early, and like in the Fiesta, there's minimal torque steer, although it is a little more unruly than the Ford when pushing hard. The standard Brembo brakes are effective, but the JCW had the longest stopping distances of our trio.

If you want to explore the MINI's limits, then you need to take it on a track day, as its level of performance is so high that it barely breaks a sweat on the road. Take it easy, and the JCW feels stiff, even with the optional £240 adaptive dampers, but it's pretty composed and isn't too uncomfortable, while the sharp chassis means it's fun to thread through city streets.

Ownership 4.3/5

THE new MINI made an impressive debut in our Driver Power 2015 satisfaction survey, placing ninth with owners praising its performance, handling and technology – areas which should improve on the JCW.

Euro NCAP awarded the standard car four stars; the fact that autonomous braking is only an option prevents it from getting a full five-star score. The MINI is still a safe car, however, while the bigger brakes and enhanced traction and stability control should ensure it's a good performer.

Running costs 3.8/5

AT £24,380, the JCW auto is over £4,000 more than the Fiesta ST-3, and even the six-speed manual version is nearly £3,000 pricier than the Ford. There isn't as much kit, either, while specing up with extras could easily see the price tag nudge £30,000.

One option we'd recommend is the £2,470 Chili Pack. This adds the 18-inch alloys of our test car, plus leather seats, nav, climate control and more.

As well as performance, MINI has made great strides in economy, and while it's not really a priority on hot hatches like this, there is an Eco mode that helps to maximise efficiency. Plus, the brand claims better fuel consumption than the Fiesta's, at 49.6mpg. Of course, if you use the car's full potential, you won't get near that figure, but it's good to know that you can turn the performance down to save on fuel.

Road tax of £130 matches the ST, although the steep list price means higher-rate company car taxpayers will face annual bills around £300 more than for the Fiesta. At least MINI's tlc fixed-price service pack takes the sting out of maintenance costs.



MINI John C





JCW additions

MINI JCW gets extra air vents under the grille and wheelarches and big rear spoiler, while Cup, 18-inch rims (below) are a £740 option. The car's grip means it handles high-speed corners easily



cooper Works



CO₂/tax
133g/km
£130 or 26%



Practicality
Boot (seats up/down)
21/731 litres



Performance
0-60/30-70mph
5.7/4.6 seconds



Braking
70-0/60-0/30-0mph
48.1/35.6/9.1m



Running costs
32.1mpg (on test)
£51 fill-up



Retro

CIRCULAR display and toggle switches give JCW a nostalgic feel

Controls

HEAD-up display is £450 extra, plus optional sat-nav adds BMW iDrive-style dial; steering paddles control auto box

Practicality 2.9/5

HOT hatches are designed to deliver performance and everyday usability, but while the MINI has grown in stature to offer more space than ever, the JCW isn't as practical as its rivals here. The back seats have limited legroom, especially if you have a tall driver up front, while boot space is also on the small side. Think of the MINI more as a two-seater and treat the back seats as an occasional pair for use on short journeys, and it will suit your needs perfectly.

Up front, there's plenty of room and a wide range of seat and steering wheel adjustment, plus the large windscreens provide a great view out. There are two cup-holders and a two-level glovebox, although the upper one located behind a trim panel is a bit tight.

Testers' notes

"While it's expensive, the JCW trails its rivals here for kit. At least you can save a bit of cash by going for the Chili Pack over individual options, but you could easily break the £30k barrier when specging up your car."

Dean Gibson Dep. road test editor

MODEL TESTED: Vauxhall Corsa VXR 1.6 Turbo Performance Pack

PRICE: £20,395 ENGINE: 1.6-litre 4cyl, 197bhp

AF THE Vauxhall Corsa was treated to a mid-life refresh late last year, but it's taken until now for the range-topping VXR model to go under the knife. Featuring the same tweaked looks as the standard car, plus a boost in power and an uprated chassis, the fiery flagship promises to be one of the most thrilling superminis around. It's only available in three-door guise and costs £17,995, while the Performance Pack model tested here will set you back £20,395.

Styling 3.8/5

IF you're after a souped-up supermini that makes an impact, look no further than the Corsa. Like other models in the line-up, the VXR has been treated to a facelift that includes a new, wider grille, reprofiled headlamps (bi-xenons on the VXR), larger tail-lights and subtly tweaked side windows. These changes help keep the Corsa looking fresh, but it's the hot hatch's racy bodykit that attracts the most attention.

At the front is an aggressive-looking bonnet vent and a deeper front bumper, plus chunky side skirts, a prominent tailgate spoiler and large diameter twin exhausts. Our Performance Pack car also benefited from eye-catching 18-inch alloys wrapped in ultra-low-profile tyres. Overall, the Corsa isn't as well resolved as the Fiesta, but it turns heads.

The sporty theme continues inside, where the car combines the latest updates with numerous racy touches. The new dashboard has a classy look and feel, but it's further enhanced by the addition of bespoke VXR dials, a flat-bottomed three-spoke steering wheel with perforated leather rim and a chunky, square-edged gearlever, which looks distinctive but is uncomfortable to hold. Other new features include the supremely supportive, high-backed Recaro seats and sporty alloy pedals.

Elsewhere, it's standard Corsa, which means you benefit from good-quality materials and a logical layout. It's not as upmarket as the MINI's cabin, but it has the edge over the slightly dated Fiesta's. The Vauxhall also gets a decent amount of kit, with air-conditioning, a DAB radio, heated windscreen and cruise control all fitted as standard.

Driving 3.2/5

HOT hatches need to be thrilling to drive above all else, and on paper, the VXR looks to have all the right credentials. The latest model uses a modified version of the 202bhp 1.6-litre turbo that appeared in the previous generation's hardcore Clubsport model, while the Performance Pack adds that car's Drexler mechanical limited-slip differential, bigger Brembo brakes and even firmer Koni dampers.

However, at the track, the Corsa was fractionally slower than its rivals here – although the margins were tight. For instance, it completed the 0-60mph sprint in 6.5 seconds, which was just a tenth slower than the Ford. The VXR was really outgunned during our in-gear tests, though, as it took nearly a second more than the Fiesta to go from 50-70mph in fifth.

Yet it's the way the Vauxhall delivers its performance that's the real disappointment. Not only is the gearlever uncomfortable to hold, it's connected to a six-speed box that suffers from an imprecise and notchy action. Plus, the 1.6-litre turbo feels flat at low revs and sounds characterless when extended. And matters don't improve when on a twisting back road.

Compared to the poised Ford and nimble MINI, the VXR feels a little lead-footed. For starters, its

Testers' notes

"With its Drexler differential, Brembo brakes and special Koni dampers, the Corsa appears to have a mechanical recipe for success. Yet out on the open road, it feels half baked. It's fast and grippy, but it can't match its rivals here for fun. While the car looks the part and has a mechanical specification that wouldn't look out of place on a racing car, it needs more engaging handling and a more characterful engine."



James Disdale Road test editor

steering is slower and lacks feedback, while the mechanical limited-slip diff proves a mixed bag. When accelerating out of tight corners, it helps dramatically reduce understeer by dragging the Corsa's nose violently towards the inside of the bend. However, it requires real muscle to unwind the steering lock in these situations, while in faster corners, the diff's effectiveness is reduced and the front tyres lose grip sooner than the ST and JCW's.

The Performance Pack model's firmer dampers have been tuned to boost body control, but the Corsa never feels as composed as the Fiesta during rapid changes of direction. As you'd expect, the stiffer suspension has a negative effect on the ride, and at low speeds, the car fidgets over small bumps and crashes uncomfortably over potholes. On the plus side, wind and road noise are well suppressed – although the VXR's relatively short top gear means that at 70mph the engine is spinning at 2,900rpm.

Ownership 3.4/5

THE current Corsa is too new to have featured in our Driver Power 2015 satisfaction survey, but its mechanically similar predecessor finished in a lowly 175th place. Vauxhall has addressed many of the old model's weaknesses, so you can expect a stronger performance next year – although if your car does suffer from any issues, you're unlikely to receive top-notch service from your local dealer, as the brand's network placed 20th in our 2014 poll.

The latest Corsa hasn't been assessed by Euro NCAP, but the old car was awarded four stars. It's likely the new model will improve on this score, as it comes with more safety kit. Six airbags and a new two-stage stability control system are standard, while the £1,300 Technical Pack adds forward collision alert, lane departure warning and traffic sign recognition.

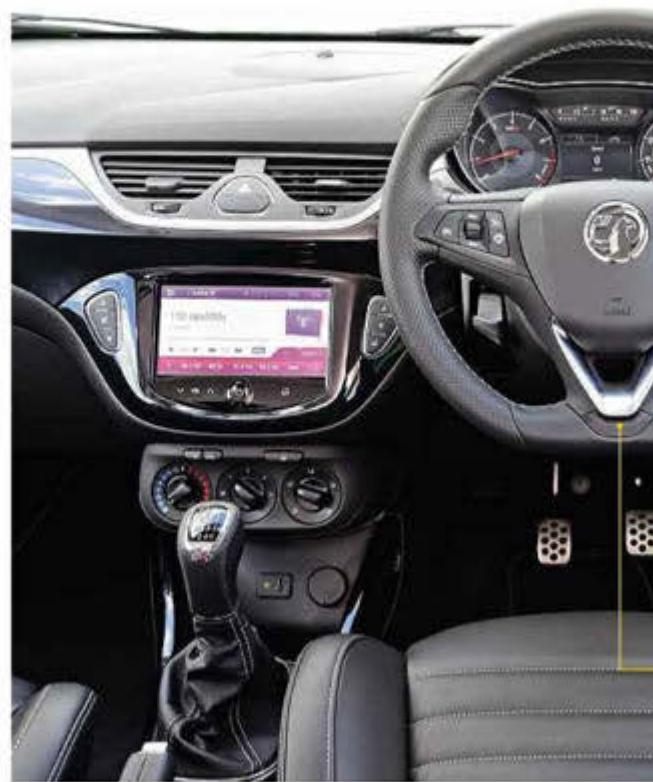
Running costs 3.4/5

AT £20,395, the VXR looks decent value compared to the JCW; plus, it comes with more standard kit. However, look past its obvious showroom appeal, and it doesn't make much financial sense.

For starters, the Vauxhall's hefty CO₂ emissions of 174g/km mean that business users face the biggest Benefit in Kind bills of our trio, while private owners will also have to fork out £225 for annual road tax. The VXR also had the greatest thirst for fuel, returning 28.9mpg in our hands. There is some good news, however. Our experts have calculated that the VXR will return a healthy 47.1 per cent of its new value after three years.



Vauxhall





Racy touches

CORSA VXR attracts attention with its big twin exhausts, chunky side skirts, deep front bumper and large spoiler. It delivers on its looks with sharp turn of pace, although the gearbox holds it back, and the car lacks composure

Corsa VXR



CO₂/tax
174g/km
£225 or 29%



Practicality
Boot (seats up/down)
285/1,050 litres



Performance
0-60/30-70mph
6.5/5.7 seconds



Braking
70-0/60-0/30-0mph
44.0/32.8/8.3m



Running costs
28.9mpg (on test)
£53 fill-up



Dials

SPEEDO and rev counter are bespoke, sporty VXR touches



Wheel

FLAT-bottomed steering wheel contributes to the racy feel, as does the stylish but uncomfortable gearlever

Practicality 3.8/5

THE standard Corsa is one of the most spacious models in the supermini class, so it's no surprise to find the VXR delivers decent practicality. Access to the rear seats is a little awkward, but once you've clambered past the bulky Recaro front seats, you'll discover more head and legroom than in the MINI.

The cabin also benefits from a decent amount of storage, thanks to its large door bins, handy cup-holders and deep cubby ahead of the gearlever. The rear bench also benefits from easy to use Isofix mounting points.

Opening the tailgate reveals a well shaped 285-litre boot, which can be extended to 1,090 litres with the 60:40 split rear bench folded flat.

Testers' notes

"IntelliLink touchscreen is straightforward to use and is available with a number of handy apps, yet the Bring Go sat-nav plug-in isn't the easiest to operate. A built-in system like the MINI's or Ford's would be a lot better."

Dean Gibson Dep. road test editor

MODEL TESTED: Ford Fiesta ST-3 Mountune

PRICE: £20,144 ENGINE: 1.6-litre 4cyl, 212bhp

AF WITH its blistering performance, razor-sharp handling and affordable price tag, the Ford Fiesta ST has been the hot supermini of choice since it made its debut in 2013. And the addition of the factory-approved Mountune engine upgrade only enhances its appeal, while the flagship ST-3 car comes with all the standard kit you're likely to need.

Styling 4.3/5

THE standard Fiesta is one of the most stylish superminis, so Ford hasn't had to work too hard to transform it into a muscular pocket rocket.

The design changes really stand out, though. At the front, there's a larger mesh grille with a deeper front bumper, while the standard car's sleek, swept-back headlamps give the ST a more aggressive look. LED daytime running lights add a final flourish, while at the rear, a subtle yellow Mountune badge hints at the car's enhanced performance potential.

Buyers wanting to make an even bigger impression can add the £275 ST Style pack, which includes the dark-grey 17-inch alloys fitted to our test car. While the standard silver rims fill the bulging wheelarches perfectly well, the darker wheels increase the Fiesta's visual presence and give it a more aggressive stance. Red brake calipers (also part of the ST Style pack, along with illuminated ST sill plates), a large boot spoiler, a deeper rear bumper and twin exhaust tailpipes complete the racy makeover.

Inside, the changes are less obvious, with metal pedals, bright red flashings for the part-leather Recaro seats and revised dials the only highlights. The bespoke instruments are much easier to read than in the regular car, which is welcome.

There's lots of kit on the ST-3 model, too, with cruise control, heated seats, keyless go and sat-nav all standard. However, the interior is let down by its fussy layout and the small infotainment screen that's set too far back in the dash. And while the cabin is robustly built, it's not as upmarket as the MINI's.

Driving 5.0/5

FROM the moment you lower yourself into the Ford's figure-hugging Recaro seats, grip its chunky three-spoke steering wheel and place your feet on its perfectly spaced pedals, you know this is a car that puts the driver at the centre of the action.

At the heart of the ST's appeal is its sublime chassis. Retuned suspension dampers and faster steering mean its limits are raised dramatically over the standard car's, but despite its hardcore approach, the Ford always feels accessible. Turn-in is sharp, and the ST locks on to a cornering line, but it's so balanced that quick direction changes are incredibly stable, aided by a neat torque vectoring system that subtly brakes individual front wheels to eliminate understeer.

On the track, this means the Fiesta can carry more speed through corners than either of its rivals here, and this translates on to the road, where the precision and grip give you the confidence to drive harder. It also benefits from well weighted controls which provide just the right amount of feedback.

The Mountune performance upgrade consists of a remapped engine management unit and a new air inlet box that incorporates a high-flow air filter. The result is that power has increased from 180bhp to 212bhp, while torque swells by 30Nm to 320Nm. The Ford blasted from 0-60mph in just 6.4 seconds

Testers' notes

"The Fiesta ST is a fast Ford in the finest tradition. Not only does it offer unrivalled performance per pound, it looks every inch a hot hatch hero and boasts one of the best front-wheel-drive chassis ever. In 20 years, we'll be talking about this Fiesta in the same gushing terms that are currently reserved for pocket rocket icons such as the Peugeot 205 GTi and Renault Clio Williams. That's right – the ST is that good."



James Disdale Road test editor

during our performance tests, but it was the elastic in-gear acceleration that was really breathtaking. For instance, in sixth gear, it completed the sprint from 50-70mph in just 5.9 seconds – that's way ahead of its rivals' times and even faster than an Audi RS4.

Yet the ST is about more than impressive numbers at the track. It has the best-sounding engine here, with a delicious rasp that makes you rev it harder. It's paired with a brilliant six-speed manual gearbox, which features a precise, short-throw shift action.

Settle down to a gentler pace, though, and the Ford takes on a more subdued role. The suspension is firm, but the smooth, controlled damping means long-distance journeys are more comfortable than in the jarring VXR, although the car's low-profile tyres do give some intrusive road roar at higher speeds.

Ownership 3.9/5

THE Fiesta is the UK's best-selling car and has been in production for six years, so niggles should be few and far between. This is backed up by our Driver Power 2015 satisfaction survey, in which the popular Ford finished a respectable 52nd out of 200.

Less impressive are the brand's dealers, which placed a lowly 27th out of 32 in our 2014 poll. On the plus side, if your Fiesta does go wrong in any way, you won't have to travel far to get it fixed as Ford has 781 garages across the country.

Standard safety equipment is generous, and includes seven airbags and Ford's intelligent MyKey set-up, which allows parents of younger drivers to limit the car's top speed and radio volume, plus make sure that any electronic safety systems cannot be overridden. However, unlike other models in the Fiesta line-up, the ST isn't available with the option of autonomous emergency braking.

Running costs 4.0/5

NOT only is the Ford the cheapest car on test to buy, it comes with the most standard kit. If you want sat-nav, heated seats and keyless go on the MINI, you'll have to shell out £1,025 in extras.

The Fiesta returned 33.4mpg over the course of our test, which makes it more efficient in the real world than both the Corsa and MINI. Plus, with 139g/km CO₂ emissions, it costs £130 a year to tax. The Ford is also by far the most cost-effective choice for business users, thanks to the combination of that attractive list price and emissions. And while predicted residuals of 44.6 per cent aren't outstanding, you'll only lose fractionally less than the Vauxhall owner after three years.



Ford Fiesta



Practicality 3.9/5

LIKE its rivals here, the Fiesta is only available as a three-door, but the doors are long and open wide, so access to the rear isn't too hard.

Once there, you'll find it's every bit as spacious as the VXR and far roomier than the MINI. Small rear windows make you feel cosseted rather than hemmed in, plus the Ford's square roofline provides plenty of head and legroom, even for six-footers.

The boot is also a practical size, at 290 litres, although this drops to 276 litres if you opt for the space-saver spare wheel. There's lots of storage space in the cabin, including roomy door bins, big cubbies either side of the rear bench and cup-holders in the centre console.

**CO₂/tax**

139g/km

£130 or 22%

**Practicality**

Boot (seats up/down)

290/974 litres

**Performance**

0-60/30-70mph

6.4/5.4 seconds

**Braking**

70-0/60-0/30-0mph

44.2/32.0/8.1m

**Running costs**

33.4mpg (on test)

£56 fill-up

HEAD TO HEAD

Badges

JOHN Cooper Works logo is a nod to the famous Formula One race team that started tuning the original Mini in the early sixties. The Mountune name dates back to 1980, but didn't begin its association with Ford until the late eighties. Meanwhile, the VXR can trace its roots to Vauxhall's VX Racing British Touring Car Championship squad of 2003.



Styling

THE Fiesta and Corsa are given muscular makeovers courtesy of their racy bodykits, larger wheels and lowered suspension.

However, the MINI goes one stage further. You can have contrasting roof and door mirror covers, distinctive body decals and several alloy wheel options.



Space

DESPITE the fact that the Fiesta is a three-door, access to the roomy back seats isn't as tricky as it seems due to wide-opening doors; Fiesta handles well and relays perfect amount of feedback

ST Mountune



Kit

FIESTA'S robust cabin comes with plenty of standard equipment, such as the Recaro sports seats and sat-nav. However, screen is small and too far back in the dashboard



Testers' notes

"The Mountune upgrade is well worth the £599 price tag. It slashes over a second off the standard car's 0-60mph time and two seconds from the sixth-gear 50-70mph sprint – turning the ST into a giant-slayer."

Sean Carson Senior road tester

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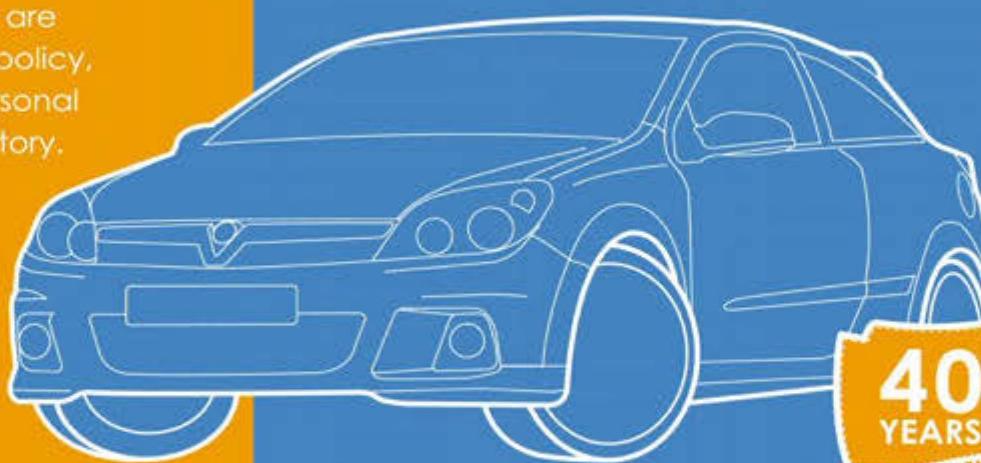
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Figures

	Ford Fiesta ST-3 Mountune	MINI JCW	Vauxhall Corsa VXR 1.6 Turbo
On-the-road price/total as tested	£20,144/£20,444	£24,380/£27,600	£20,395/£22,135
Residual value (after 3yrs/30,000)	£8,984/44.6%	£12,288/50.4%	£9,606/47.1%
Depreciation	£11,160	£12,092	£10,789
Annual tax liability std/higher rate	£852/£1,704	£1,015/£2,031	£1,023/£2,047
Annual fuel cost (12k/20k miles)	£1,906/£3,176	£1,983/£3,305	£2,202/£,671
Ins. group/quote/road tax band/cost	30/£382/E/£130	TBA/£487/G/£130	30/£375/I/£225
Servicing costs	£550 (3yrs)	£299 (5yrs/50k)	From £15pcm (3yrs)
Length/wheelbase	3,982/2,489mm	3,850/2,495mm	4,021/2,510mm
Height/width	1,468/1,764mm	1,414/1,727mm	1,479/1,713mm
Engine	4-cyl in-line/1,596cc	4-cyl in-line/1,998cc	4-cyl in-line/1,598cc
Peak power	212/5,700 bhp/rpm	228/5,200 bhp/rpm	202/5,800 bhp/rpm
Peak torque	320/1,600 Nm/rpm	320/1,250 Nm/rpm	280/1,900 Nm/rpm
Transmission	6-spd man/fwd	6-spd auto/fwd	6-spd man/fwd
Fuel tank capacity/spare wheel	48 litres/foam	44 litres/sealant	45 litres/sealant
Boot capacity (seats up/down)	290/974 litres	211/731 litres	285/1,090 litres
Kerbweight/payload/towing weight	1,163/421/N/A	1,275/410/N/A	1,278/437/N/A
Turning circle/drag coefficient	10.1 metres/0.33Cd	11.0 metres/N/A	10.6 metres/N/A
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	3yrs (unltd)/3yrs	3yrs (60,000)/1yr
Service intervals/UK dealers	12,500 miles (1yr)/781	Variable/148	20,000 miles (1yr)/404
Driver Power manufacturer/dealer pos.	25th/27th*	30th/11th*	29th/20th*
Euro NCAP: Adult/child/ped./stars	91/86/65/5	79/73/66/4	79/77/71/4
0-60/30-70mph	6.4/5.4 seconds	5.7/4.6 seconds	6.5/5.7 seconds
30-50mph in 3rd/4th	2.5/3.5 seconds	2.4/3.3 seconds	2.5/4.0 seconds
50-70mph in 5th/6th	4.3/5.9 seconds	4.8/6.2 seconds	5.1/6.3 seconds
Top speed/rpm at 70mph	139mph/2,600rpm	153mph/2,200rpm	143mph/2,900rpm
Braking 70-0/60-0/30-0mph	44.2/32.0/8.1m	48.1/35.6/9.1m	44.0/32.8/8.3m
Noise levels outside/idle/30/70mph	64/47/60/69dB	70/43/59/68dB	60/45/61/69dB
Auto Express econ (mpg/mp1)/range	33.4/7.3/353 miles	32.1/7.1/311 miles	28.9/6.4/286 miles
Govt urban/extr-urban/combined	35.8/58.9/47.9mpg	39.2/57.6/49.6mpg	28.5/45.6/37.7mpg
Govt urban/extr-urban/combined	7.9/13.0/10.5mp1	8.6/12.7/10.9mp1	6.3/10.0/8.3mp1
Actual/claimed CO ₂ /tax bracket	195/139g/km/22%	203/133g/km/21%	226/174g/km/29%
Airbags/Isofix/park sensors/camera	Seven/yes/£200/no	Six/yes/£260/£255	Six/yes/£450/£1,300**
Auto gearbox/stability/cruise control	No/yes/yes	Yes/yes/yes	No/yes/yes
Climate control/leather/heated seats	Yes/no/yes	£325/£1,075/£215	£395/£1,045/£1,045^
Metallic paint/xenons/keyless go	£495/yes/yes	£475/LEDs/£215	£545/yes/yes
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes	£595/yes/yes/yes	App/yes/yes/yes
EQUIPMENT	OPTIONS		
FLAGSHIP ST-3 model comes loaded with kit, such as climate control and heated seats. However, entry-level ST gets the essentials, and is much cheaper, too, at £17,545.	DESPITE its high list price, the MINI only features the basics, like DAB and Bluetooth. There are plenty of options to choose from, but the cost can add up fast.		
BRAKING	EMISSIONS		
THE Ford recorded impressively short stopping distances, and the fact that it's the lightest car here goes some way to explaining such performance.	THE Corsa struggles to hide its age in terms of efficiency. Not only are CO ₂ emission claims the highest here, it had greatest thirst for fuel on test.		
POWER	MAINTENANCE		
MOUNTUNE upgrade boosts power and torque. And although it's an aftermarket kit, it won't affect Ford's standard three-year manufacturer warranty.	VAUXHALL and Ford are evenly matched for servicing costs, but VXR's longer intervals will benefit higher-mileage drivers.		
RESIDUALS	ROAD		
FIESTA has the weakest residuals here, but as it's the cheapest car to buy in the first place, buyers won't lose as much cash come resale time as on the more expensive MINI.	TWEAKS to 1.6-litre turbo boost power from 197bhp to 202bhp. Peak torque is unchanged, yet delivered earlier at 1,900rpm.		

Results

FORD

THE Fiesta ST has landed yet another knockout blow to the competition. With its brilliant combination of razor-sharp handling, muscular performance and unrivalled value, the fast Ford sets the bar high in the hot hatch market. Few cars at any price are as rewarding to drive, while the racy looks and generous kit list further boost its appeal. A firm ride is a small price to pay for such excellence.



1st

MINI

MINI's JCW is more powerful and upmarket than ever, plus it now boasts new levels of refinement. And while some of its predecessor's raw charm is missing, the brand new model is fast and engaging to drive. A cramped cabin and high purchase price count against it, but the MINI still manages to effortlessly combine desirability and driving fun.



2nd

VAUXHALL

WHEN it comes to bold looks and on-paper potential, the racy Vauxhall Corsa VXR takes some beating. However, the case for the hot hatch unravels once you're on the move. Sure, it's a very fast car, but it just lacks the finesse and feedback that mark out the best pocket rockets on the market, while the stiff ride compromises the Corsa's abilities as a daily driver.



3rd

*Manufacturer ranking from Driver Power 2015; dealers from 2014. In red = equipment fitted to our test car. ^As part of leather upgrade. **As part of a pack.

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NEW: Peugeot 208 GTi 30th

PRICE: £21,995 ENGINE: 1.6-litre 4cyl, 205bhp

HARDCORE version of capable 208 GTi boasts more power, stiffer suspension and limited-slip diff for a thrilling driving experience. It's not quite as engaging as the Ford and it's expensive to buy, but the 30th edition is a return to form for Peugeot.



USED: SEAT Leon Cupra 280

PRICE: £19,995 ENGINE: 2.0-litre 4cyl, 276bhp

OUR hot hatch champ is now a second-hand bargain. For less than the cost of a MINI JCW, you could get a 2014 SEAT Leon Cupra 280 DSG with under 7,000 miles. Agile handling and blistering performance are matched by great looks and practicality.



Breath of fresh air

Can a raft of updates thrust the Audi Q3 to the top of the cut-throat crossover class – and take the wind out of the Range Rover Evoque's sails?



AF PREMIUM compact crossovers are big business for car makers at the moment. Buyers are drawn by their combination of executive car luxury, off-roader looks and strong practicality.

One front-runner in the class is the Audi Q3. It's been in showrooms for four years now, and has proven a hit with buyers. However, that hasn't stopped Audi from giving the car a mid-life facelift. As well as a new nose, the compact crossover gets cleaner engines and a revised spec. But the

Q3 has a number of tough rivals in this competitive class, and none provides a bigger challenge than the Range Rover Evoque.

The compact Brit has been a huge hit since launch, and there's still a waiting list even after four years on sale. It's not the most practical choice, but it performs well, while the exclusivity of the badge holds great sway. Here we test the new Q3 with 2.0 TDI diesel power, while the Evoque features Land Rover's new nine-speed auto. So which of our desirable duo comes out on top?

Pictures: Otis Clay Location: Littlehampton Yacht Club, W Sussex (www.littlehamptonyachtclub.co.uk)



Audi Q3 2.0 TDI quattro

Price: £33,425

Engine: 2.0-litre 4cyl turbodiesel, 182bhp

0-60mph: 7.3 seconds

Test economy: 43.9mpg/9.7mpl

CO₂: 141g/km **Annual road tax:** £145



Range Rover Evoque SD4

Price: £33,305

Engine: 2.2-litre 4cyl turbodiesel, 187bhp

0-60mph: 8.2 seconds

Test economy: 35.3mpg/7.8mpl

CO₂: 149g/km **Annual road tax:** £180

MODEL TESTED: Audi Q3

PRICE: £33,425 ENGINE: 2.0-litre 4cyl, 182bhp

AUDI has given the Q3 a refreshed look four years after it was first launched. The range comprises SE, S line and S line plus trims, and is topped by the rapid RS Q3. Engines include 1.4 and 2.0 TFSI petrols, while the 2.0 TDI diesel is offered in two power outputs, plus you can choose between two-wheel drive and quattro four-wheel drive.

We test the more powerful 182bhp 2.0 TDI quattro here with the seven-speed S tronic auto box in S line trim, which costs £33,425.

Styling 3.3/5

AUDI is the master of the corporate look, and the updated Q3 has been given just enough of a revision to keep it in line with the brand's latest design direction. The overall profile is unchanged, and the biggest update is reserved for the nose. There's a more angular design for the large grille, and it's finished with satin silver trim that merges with the headlights, giving the Q3 a look that's similar to the forthcoming Q7. However, if you go for white or silver bodywork, the new trim doesn't stand out.

The slender light housings feature full LED lamps on S line models, while SE features xenons. Elsewhere, SE cars get 17-inch wheels, and S line adds 18-inch rims. There's a variety of optional designs, too, and our car featured chunky 19-inch wheels (£595) which add interest to the Q3's overall look.

At the back, S line cars feature strobing indicators – borrowed from Audi's premium models – but apart from that, you'd be hard pressed to distinguish the updated Q3 from its predecessor. It's the same story inside, as the layout is largely unchanged. All cars feature a screen that pops up manually from the top of the dash. Yet while the build quality can't be faulted, the layout isn't as easy to get along with as in some of Audi's newer models.

The Q3 uses the more compact MMI cabin control system that's also found in the A1 supermini. The small rotary controller and shortcut buttons are mounted just under the air vents, but they're a bit of a reach for the driver, and the system isn't as intuitive to use as the full-size MMI control found in other Audis. The air-con controls are also a bit fiddly, as they're mounted low behind the gearlever.

While the cabin is well built, the Q3 trails the Evoque on kit. Heated seats, full leather and cruise control are all options – they're standard on the Range Rover, even though it costs slightly less.

Driving 3.8/5

GET behind the wheel of the Q3, and just like the styling, the driving experience is largely unchanged. The 2.0-litre diesel is quieter than the Evoque's, while decent sound deadening means there's just a distant engine rattle from the driver's seat.

Stick the seven-speed S tronic auto into drive, and the engine is a smooth performer. At 182bhp, it's 5bhp down on the Range Rover's larger diesel, plus it trails by 40Nm with 380Nm of torque, too. However, the Q3 proved the more responsive car in our acceleration tests. Part of that can be put down to its lower kerbweight, but acceleration through the gears was helped by the twin-clutch box.

It has seven forward gears, compared to nine in the Evoque, and while the Audi's longer ratios meant it was slower in-gear, quicker upshifts ensured the Q3 was faster than the Evoque from 0-60mph. It set a time of 7.3 seconds – nine-tenths quicker. From

Testers' notes

"You can either add options piecemeal to the Q3's spec, or you can splash out an extra £2,350 for S line Plus trim. For your cash you get different alloy wheels, sat-nav, Audi's park assist system, Alcantara and leather seats, privacy glass, metallic paint, cruise control and a couple of extra goodies. Add these items separately, and you'll be faced with a bill over £4,000, making the Plus pack look like good value."



James Disdale Road test editor

30-70mph, the margin was bigger; it pulled out 1.2 seconds over the Range Rover, taking 7.4 seconds.

The Q3's electronics do a good job of selecting the right gear at the right time, but there are steering wheel paddles if you feel the urge to take manual control. However, the plastic paddles aren't that appealing to use, and you'll be happy to let the car take the strain most of the time.

On the road, the Q3 is relaxing to drive. It feels light and responsive, and delivers a more car-like experience than the Evoque. Where the Range Rover pitches and rolls in corners, the Audi stays level, and the steering is more direct. However, there isn't much in the way of feedback. The trade-off for this sharper handling is a firmer ride, but it's not harsh, even on 19-inch wheels, and in general the Q3 is comfortable.

Ownership 4.2/5

AS this is a mild makeover, you can expect the Q3 to be reliable. It was the highest placed Audi in our Driver Power 2015 survey, finishing 14th overall, and the third placed SUV in our poll. Owners praised its build quality and ease of use, with the only criticisms being about its practicality and running costs. Yet if the worst does happen, don't expect top service from your Audi garage. The company's franchises finished 26th in our most recent dealer survey – although that was two places ahead of Land Rover's.

Both cars were tested by Euro NCAP in 2011, so their scores can be directly compared, and the Audi is rated as a safer choice than the Evoque. Safety kit includes six airbags, ESP and tyre pressure monitors, but hill descent control, cruise control and blind spot monitoring are all on the options list.

Running costs 3.6/5

THERE'S just £120 separating the Q3 from the Evoque, but the £33,425 Audi doesn't quite have as much kit as its cheaper rival. Just adding £225 cruise control cancels out the difference, while keyless entry, front and rear parking sensors and heated seats are all options that are standard on the Range Rover.

Where the Audi does jump ahead is for running costs. Even though it was faster, it was also more efficient, returning 43.9mpg on test – 8mpg better than the Evoque. Emissions of 141g/km are 8g/km ahead, too, but that's enough to put it one road tax band lower, while company car costs are also cheaper.

Service costs between the two are similar, but the Q3 doesn't hold on to its value as well as the Range Rover. While a predicted residual figure of 52.6 per cent is good, it's 10 per cent down on the Evoque's.



Updates

CHUNKY 19-inch alloys are a £595 option, and look smart; grille now features angular design with silver trim, and S line cars also get strobing indicators. Audi has direct steering and feels more car-like to drive than its rival





Audi Q3



CO₂/tax
141g/km
£145 or 26%



Practicality
Boot (seats up/down)
460/1,365 litres



Performance
0-60/30-70mph
7.3/7.4 seconds



Braking
70-0/60-0/30-0mph
50.4/35.5/9.4m



Running costs
43.9mpg (on test)
£77 fill-up



Screen

HANDY pop-up screen is feature in all versions of the Q3, but sat-nav is a £495 option

Finish

CABIN quality is as superb as ever, and MMI system is shared with A1, but layout isn't as good as in other Audis



Practicality 3.8/5

THANKS to its more upright body, the Audi Q3 is a more practical choice than the Evoque. The boot isn't the biggest in the crossover class, at 460 litres, but it has a 40-litre advantage here, while Audi has replaced the fixed parcel shelf with a rolling load cover to boost access. You also get a powered tailgate, which opens wide and leaves a flat load lip. Fold the back seats, and maximum space of 1,365 litres is 80 litres behind the Range Rover's.

Space in the rear is good, and the higher roofline and larger windows mean it feels roomier than the Evoque, but the black trim makes it look a little dull. Storage is better than in the Range Rover, with two cup-holders, door bins and a reasonable glovebox.

Testers' notes

"While the exterior updates are minimal, it's under the skin where the Q3 has made gains. This 182bhp TDI is 7bhp more powerful than the engine it replaces, but it's also 17g/km cleaner and 5.4mpg more efficient."

Dean Gibson Dep. road test editor

MODEL TESTED: Range Rover Evoque SD4

PRICE: £33,305 ENGINE: 2.2-litre 4cyl, 187bhp

AF THE Evoque has been a landmark car for Range Rover in more ways than one. It set a new design template for the brand, but more importantly it sent the company's sales through the roof. Like the Q3, it's been in dealers for four years, while prices are in a similar ballpark.

The SD4 Pure model with a nine-speed auto box is £33,305, which is £120 less than the Q3 tested here, although the Evoque in our pictures is a top-spec Autobiography for just under £50,000.

Styling 3.8/5

WHEN the Evoque was launched in 2011, it caused a major stir in the crossover class, and even after four years in dealers and thousands of cars sold, its concept car looks still manage to turn heads. The slab sides and small windows mean it appears sportier than the Q3, even though it's taller, while the black window pillars and clamshell bonnet are a modern update to the traditional Range Rover look.

The Autobiography model in our pictures features vast 20-inch wheels that fill the arches, but if you go for the Pure model tested, it has 18-inch wheels that look a little lost next to all the black plastic trim adorning the exterior. Up front, the rounded nose features a slender grille and light clusters, but you only get halogen bulbs as standard. Xenons with distinctive LED running lights are £900, while full LED lamps aren't even offered. At the back, the tail-lights have a similar look to the front, while the high-set back bumper and low roof give a rakish stance.

Inside, the Evoque has a classy layout that comes close to matching the Q3 for quality. The cabin layout features chunky rotary controls and solid switches, plus a rotary gear selector and a bank of buttons to select the assorted drive modes for the Terrain Response system.

One downside is that you have to use Land Rover's rather dated infotainment system. The graphics aren't great, but the system itself is easy to get along with, as there aren't many menus to go through to get to the different audio and climate settings. However, if you want something more up-to-date, the system from the Discovery Sport will appear in the Evoque later this year (see Page 65).

While the cabin looks good, it's also pretty well equipped when compared to the Q3. You get heated leather seats as standard, and two-zone climate control is also included – these are all options on the Audi. Plus, there are plenty of extras you can add. A panoramic roof is £950, privacy glass is £350 and a heated steering wheel is £185.

Driving 3.6/5

FIRE up the Evoque, and you're immediately aware there's more engine noise than you'll find in the Audi. However, while it's noisy at start-up and from outside, there's plenty of sound deadening, and you could hardly call it harsh when you're sat behind the wheel.

Move the rotary gear selector into drive and pull away, and while the engine remains vocal, it's only louder than the Q3 at higher speeds. Even then, the car suffers more from tyre roar than engine noise. The nine-speed auto ensures that the engine is only turning over at 1,600rpm at motorway speeds, which boosts refinement as well as economy, and the combination of a plush interior and soft suspension means the Evoque is relaxing to drive at speed. Around town and on country roads, though, you'll find the

Testers' notes

"There's no denying that the Evoque has been a huge success for Land Rover. While there are plenty of them on the road, there's still a waiting list if you want to buy a new one, even after four years on sale. It's clear that while it's not one of the most cost efficient crossovers to buy and run, owners are willing to put up with the costs to experience its show car looks, stylish interior and comfortable driving experience."



James Disdale Road test editor

gearbox is almost constantly shifting between ratios, and the changes aren't the smoothest around.

The auto box also paid to the car's performance at the track. With 187bhp and 420Nm of torque, the 2.2-litre diesel outguns the Audi's 2.0 TDI, but the slow shifts and multiple gearchanges of the nine-speed transmission mean that while acceleration is quick, the Range Rover was slower than the Q3 from 0-60mph and through the gears from 30-70mph.

And while these two cars aren't really about hard cornering, it's clear that the Evoque is more SUV than sports car in bends. A higher centre of gravity, longer suspension travel and softer damping all combine to make the car pitch and wallow in corners where the Q3 feels stable and sure-footed. The steering is light and grip is good, but the Evoque is definitely a car for cruising rather than sporty performance.

Ownership 3.6/5

WHILE the Evoque has attracted buyers with its sharp style, its long-term appeal leaves something to be desired. It first appeared in our Driver Power survey in 2013 in a lowly 52nd place, but jumped to 36th in 2014. However, this year it ranked 116th in our top 200. In the past, owners have been critical of the car's running costs and practicality, but they praised in-car tech and its comfort and reliability. So as long as you can live with the compromises, the Evoque should stand you in good stead.

It earned a five-star Euro NCAP rating in 2011, the same year as the Q3, but it has lower overall percentage scores than its rival. However, it has plenty of safety kit, while Land Rover's patented Terrain Response system will help the Evoque to venture further off-road than the Audi.

Running costs 3.2/5

THE Evoque is £120 cheaper to buy than the Q3, at £33,305, and features more standard kit, including heated leather seats. Options are similarly priced, although there are less of them to choose from, while private buyers will lose less money over three years, thanks to an excellent 63 per cent residual prediction.

Land Rover has added a nine-speed auto to improve the Evoque's emissions, and while it's cleaner than the old six-speed car, it's behind the Q3's newer diesel. There's only 8g/km between them, but the 149g/km Evoque is one road tax band higher and company costs will be greater, too. Fuel economy was also disappointing. A return of 35.3mpg was behind the Q3's 43.9mpg, and the gap was wider than the claimed figures suggested it would be.



Range Rov



Practicality 3.6/5

THE powered tailgate opens to reveal a 420-litre boot. That's small for a crossover, and 40 litres behind the Q3. However, the back seats fold completely flat to create 1,445 litres of space, which is more than the Audi offers in two-seat mode. The boot floor is slightly high, but it's no worse than the Q3 in this regard.

Cabin space is reasonable for four, but the middle back seat is a bit cramped, while the small windows mean it feels claustrophobic. This can be remedied by adding the £950 panoramic glass roof. Storage space inside is level pegging with the Q3, with decent door bins and good space in the glovebox and centre console.



Range Rover Evoque

Sleek design

SMALL windows and low roof give the Evoque a racy look, as do the rounded nose and slender tail-lights, but it handles more like an SUV. Still, it's impressively smooth and refined at speed



Tech

SCREENS set into front seat headrests will keep kids happy, but are pricey extra. With seats down, 1,445-litre boot betters Q3's, but Evoque trails with them up



HEAD TO HEAD

Practicality

BOTH our test cars featured power-assisted tailgates. While it would be faster to open the boots manually, it does take the effort out of the process.

The set-up comes as standard on our Q3 S line, while it's a £400 option on the Evoque. Plus, if you add keyless entry to the latter, you can get a hands-free opening function as well.



Off-road

IT'S clear the Audi is geared for tarmac rather than off-roading. The Evoque's Terrain Response system optimises the traction control for different surfaces, but the Q3 just gets an 'off-road' mode, which turns the traction control off to allow wheel slip to get out of tricky conditions.



Eco measures

THE Q3 has been made more efficient, but the clever coasting function found on other models in the Audi range isn't currently available on the 2.0 TDI. If you want to save more fuel, the 1.4 TFSI petrol model features Cylinder-on-Demand tech.

Testers' notes

"There's a manual mode for the nine-speed auto, but it's better to let the electronics take the strain. Otherwise, you'll be constantly batting the steering wheel paddles to go up and down the gears, which feels like a chore."



Sean Carson Senior road tester

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Figures

On the road price/total as tested
Residual value (after 3yrs/36,000)
Depreciation
Annual tax liability std/higher rate
Annual fuel cost (12k/20k miles)
Ins. group/quote/road tax band/cost
Servicing costs

Length/wheelbase
Height/width
Engine
Peak power/revs
Peak torque/revs
Transmission
Fuel tank capacity/spare wheel
Boot capacity (seats up/down)
Kerbweight/payload/towing weight
Turning circle/drag coefficient
Basic warranty (miles)/recovery
Service intervals/UK dealers
Driver Power manufacturer/dealer pos.
Euro NCAP: Adult/child/ped./stars

0-60/30-70mph
30-50mph in 3rd/4th
50-70mph in 5th/6th/7th/8th/9th
Top speed/rpm at 70mph
Braking 70-0/60-0/30-0mph
Noise outside/idle/30/70mph
Auto Express econ (mpg/mpf)/range
Govt urban/extr-urban/combined
Govt urban/extr-urban/combined
Actual/claimed CO₂/tax bracket

Airbags/Isofix/park sensors/camera
Automatic gearbox/stability/cruise ctrl
Climate control/leather/heated seats
Met paint/xenon lights/keyless go
Sat-nav/USB/DAB radio/Bluetooth

Audi Q3
2.0 TDI (184) quattro
S tronic S line



£33,425/£39,315
£17,582/52.6%
£15,843
£1,728/£3,455
£1,489/£2,481
24/£381/F/£145
£293 (3yrs)

Range Rover
Evoque SD4
auto Pure



£33,305/£33,305
£21,115/63.4%
£12,190
£1,918/£3,836
£1,851/£3,086
36/£433/G/£180
£499 (5yrs/50k)

RESIDUALS
YOU minimise your losses with the Range Rover, as its 63 per cent rating is one of the strongest of any new car on sale.

SERVICING PACK
EVOQUE's five-year service deal is similar value to Audi's scheme, but Land Rover dealers don't have a great reputation according to our Driver Power 2015 survey.

4,371/2,660mm
1,635/1,900mm
4cyl in-line/2,179cc
187/3,500 bhp/rpm
420/1,750 Nm/rpm
9-spd auto/4WD
63 litres/£150
420/1,445 litres
1,690/660/2,000kg

11.3 metres/N/A
3yrs (unlimited)/3yrs
21,000 miles (1yrs)/130
29th/28th*
86/75/41/5 (2011)

PERFORMANCE
AUTO's slow shifts and multiple gears hamper acceleration: our SD4 is up to seventh in the 0-60mph sprint, compared to only fourth in the Q3.

8.2/8.6 secs
2.9/3.5 secs
5.1/6.5/8.1/11.3 s/N/A
121mph/1,600rpm
53.1/39.6/11.0m
69/46/61/69dB
35.3/7.8/489 miles
39.2/53.3/47.1mpg
8.6/11.7/10.4mpl
214/149g/km/29%

EMISSIONS
EVOQUE is slightly poorer than the Q3 for emissions, but new Ingenium diesel will swing the balance back into the Range Rover's favour.

Six/yes/yes/£330
Yes/yes/yes
Yes/yes/yes
Yes/£900/yes
£500/yes/yes/yes

BOOT SPACE
Q3's more upright design means there's more boot space than in the Evoque. Yet opt for a space saver spare, and capacity shrinks to 420 and 1,325 litres.

SERVICE INTERVAL
AUDI has two interval options depending on the driving you do. In ordinary driving, it's one year and 10,000 miles, or two years and up to 19,000 miles if you do a lot of motorway miles.

OPTIONS
LIKE the Evoque, you can get a number of option packs on the Q3. You can add front parking sensors for £325, while automated parking is £1,150.

Six/yes/rear/**£650**
Yes/yes/**£225**
Yes/part/£295
£550/LED/£425
£495/yes/yes/yes

Results

AUDI

THE Q3 has been given just enough of a refresh to earn victory here. While updates to the exterior are minimal, it's under the skin where the most significant changes have taken place. It's sharp to drive, while the 2.0 TDI is powerful, yet more efficient, and outperforms the Range Rover's ageing powerplant. However, with a new Evoque on the way, the Q3's lead might not last long.



1st

RANGE ROVER

IT'S getting on, but the Evoque is still a strong contender in the small premium crossover class. It's comfortable, yet the Q3 is sharper to drive, and while its nine-speed auto boosts efficiency, the Evoque is still dirtier than the Audi. That issue will be addressed later this year, but even so, the constant gearshifts feel unnecessary for a torquey diesel.



2nd

*Manufacturer rankings from Driver Power 2014; dealers from 2014. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

COMING SOON

Is it worth waiting for this model?



Range Rover Evoque TD4 SE
DUE: September PRICE: £34,600
ENGINE: 2.0-litre 4cyl, 180bhp

THE new Evoque addresses most of the issues we have with the current car. It features JLR's new Ingenium diesel (right), so it's more efficient than the Q3, plus it has the infotainment system that debuted in the Discovery Sport.

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk



AS it's a relatively new car, Audi isn't currently offering any dealer discounts on the Q3, but it does have some attractive finance available across the range. Go for the lower-powered 2.0 TDI 150 in S line Plus trim, and you can get behind the wheel for a deposit of £6,080 and 35 monthly payments of £349, with a representative APR of 6.5 per cent.

It's a similar story with the Evoque, as strong demand means there's no scope for dealer discounts. But again, Land Rover offers 6.9 per cent APR finance on a 37-month contract package.

New car brokers are less shy when it comes to discounts, and buyacar.co.uk has the Q3 tested here with a £2,248 saving over list price. Yet take a quick look at broadspeed.com, and you can knock £2,569 off.

Meanwhile, Buyacar has savings of around four per cent on the outgoing Evoque, while Broadspeed is already offering discounts on the new TD4 model, due later this year (see below). The biggest saving is £1,465 off the top-spec HSE Dynamic Lux, while the SE – which is equivalent to Pure – only has a measly £852 saving.



What do you think?
Tell us about your car
www.autoexpress.co.uk/driverpower





Graham Hope
Graham_Hope@dennis.co.uk

AT AND so I've become that most celebrated of nineties cultural icons, Mondeo Man. For those too young to remember, Mondeo Man was the aspirational everyman who was targeted for votes by the political parties at the 1997 General Election.

The Mondeo of those days was the kind of car he might feasibly have owned. Fast forward 18 years, and I'd wager Mondeo Man might be slightly surprised at how significantly his car has changed. Because Ford has gone hi-tech, and a bit posh, too.

The Mondeo that has just joined our fleet is a very plush bit of kit with genuine upmarket appeal, especially in our attractive Ruby Red special metallic paint (£795). Mondeo Man might baulk at the price, too. A host of cutting-edge extras has hiked the cost up from £24,545 to a weighty £31,685.

Among the highlights are a panoramic roof, Sony DAB nav with 12 speakers, safety systems including Active Park Assist, Active City Stop and blind-spot monitoring, plus a Titanium X Pack with LED headlamps, leather seats, keyless entry and privacy glass.

It's all very desirable. But there's one extra that's got my time with the Mondeo off to a false start. The inflatable seatbelts fitted to the rear of the car are a very clever idea that improve safety by spreading the impact of a crash over five times more body area than normal belts. They're more comfortable to

Ford Mondeo

FIRST REPORT False start hasn't spoiled our enjoyment of classy Ford



"Mondeo man would be surprised at how Ford has gone hi-tech and a bit posh, too – the new car is all very desirable"

wear, too, due to the soft edges. But parents of young children need to make sure they read the small print before ordering – as they are not compatible with belt-fitted non-Isifix seats for the very young.

The Mondeo brochure only highlights their compatibility with booster seats – rather than non-compatibility with others – so you'll need to rely on dealers knowing their stuff if you order one in the showroom. Ordering online makes it clearer, but it's

still possible to miss the disclaimer. And I'd wager there will be plenty of people who buy and run this car for a while before falling pregnant who'll be caught out by this anomaly.

While my five-year-old daughter Isla's Isifix booster is easily attached, the car seat I've been using for my two-and-a-half-year-old Erin – the swivelling MaxiCosi Axiss – isn't compatible, so that's rather curtailed my time in the Mondeo so far. And alternatives – well, Isifix, front-facing,

**ON THE ROAD**

Mondeo is decent to drive, if not as agile as it once was. But long-distance cruising is where it excels

**IN THE CABIN**

Ford's desire to move upmarket is evident inside, with decent build quality and vast array of hi-tech equipment



CO₂/tax
115g/km
£30 or 21%



Practicality
Boot
541/1,437 litres



Running costs
43.5mpg (on test)
£73 fill-up



swivelling ones – are thin on the ground. However, the good news is I now have a £400 Cybex Sirona on order that should fit the bill.

When I have managed to get behind the wheel, the overriding impression is just how vast the Ford is. Not only has Mondeo Man grown up, but the car has, too. The drive is more mature than before – where once a Mondeo relished being hustled along a back road, it's now more at ease on the motorway.

The 178hp 2.0-litre TDCi engine provides adequate, if not startling, punch, while remaining impressively hushed, and Ford promises fuel economy in the region of 64.2mpg is achievable. We'll be keeping an eye on how close we get to that.

The feeling of vastness is exemplified by the boot, which at 541 litres – or 1,437 with the seats down – will be able to cope with all I could reasonably expect to carry. All in all, the Mondeo is shaping up to be a fine family car for the Hopes – once our new child seat arrives, of course, and I can actually take the tiniest member of the family with us...

NEED TO KNOW

Booster and Isofix seats fit in Mondeo, but belt-secured ones for very young are not compatible

Essentials**Ford Mondeo**
Titanium 2.0 TDCi 180

On fleet since: May 2015

Price new: £24,545

Engine: 2.0-litre 4cyl diesel, 178bhp

CO₂/tax: 115g/km/£30

Options: Ruby Red metallic paint (£795), panorama roof (£600), power tailgate (£400), rear sunblinds (£125), Sony DAB touchscreen nav with 12 speakers (£450), inflatable rear seatbelts (£175), Active Park Assist (£545), Active City Stop (£200), Adaptive Cruise Control with Collision Mitigation (£900), blind spot monitoring system (£500), rear view camera (£250), power adjustable and memory steering column (£200), Titanium X pack (£2,000)

Insurance*: Group: 27 Quote: £367

Mileage/mpg: 1,687/43.5mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

**Second opinion**

"Ford's European engineers have tried their best, but ultimately they've failed to completely gloss over the new Mondeo's North American roots. While its predecessor was taut and controlled through a series of bends, the latest model feels flabby and a touch vague – like it'd rather be cruising Route 66 than attacking the B660. On the plus side, it's very comfortable and refined, plus the cabin is vast and the new infotainment system is a doddle to use."

 **James Disdale** Road test editor

WE LIKE Sony DAB is packaged with touchscreen nav and costs £450. Reception is clear and reliable, and scrolling through to pick favourite stations is simple



WE DON'T Inflatable belts for rear seats are extremely clever and a genuine safety breakthrough. But parents must ensure that child seats are compatible with them

Auto Express Verdict

ANYONE who hasn't been in a Ford for a while might be taken aback at the Mondeo. It's a big, serious car with a focus on refinement and an array of hi-tech kit. At over £31,000 for our model, though, it's a long way from being the kind of car Mondeo Man once aspired to.



Boot is absolutely massive, and seats fold to boost capacity



Volkswagen Golf GTI

SIXTH REPORT We celebrate hot hatch's 40th birthday by bringing latest car together with original



James Disdale
James_Disdale@dennis.co.uk

IT'S been 40 years since the Golf GTI set the hot hatch template. In that time, there's been host of imitators from rival brands, but the Volkswagen still sits at the top of the pocket rocket pile.

To celebrate the GTI's big birthday, we brought our car together with the model that started it all: the legendary Mk1. Owned by VW UK, the silver car in our pictures is a later 1983 example with a 1.8-litre engine and five-speed gearbox in place of the original's 1.6-litre unit and four-speed transmission, but in terms of look and feel it's near identical to the 1975 trend-setter.

With its compact dimensions, the Mk1 is dwarfed by the latest version, while its upright stance and sharp lines are a world away from the rakish, aerodynamically honed Mk7. Yet with their red pin-striped noses, thick C-pillars and squat stances, it's clear these cars are cut from the same cloth.

Even now, it's easy to see why the GTI was such a revelation in the mid-seventies. The 112bhp 1.8-litre engine fires into life, before settling to a rock-steady, digitally dictated idle. Blip the throttle and the four-cylinder revs cleanly and crisply all the way to the red line. To a generation of drivers used to performance cars fuelled by coughing and spluttering carburettors, the hassle-free power of the Golf's K-Jetronic fuel-injected motor would have seemed otherworldly.

The Mk1 was quick, too. With just over 800kg to haul around, the 110bhp 1.6-litre did 0-60mph in just 9.1 seconds; the 1.8



Mk7 dash scores on quality and tech, but carries over original's gearstick golf ball



"With its compact dimensions, Mk1 is dwarfed by latest GTI, while upright stance and sharp lines are a world away from the rakish, honed Mk7"

NEED TO KNOW

Our Performance Pack Mk7 GTI has around twice as much power as 1983 Mk1, but you can't ignore the original's character



Second opinion

"It's the Golf's telepathic ability to match your mood that impresses. On a jammed commute home, the smooth ride and classy cabin soothe your frayed nerves, yet swap town for a twisty back road, and the VW turns into a thrilling driver's car."

Dean Gibson
Deputy road test editor

unassisted steering and alarming lack of stopping power betray the Mk1's age.

Take the wheel of the latest car and it's instantly clear it carries the spirit of the original. It's fast and fun, usable every day and practical enough for most families. Yet that's not to say the GTI hasn't moved on – it's still setting new standards, like the old car.

While most hot hatch pretenders stick to the Mk1's fast, frantic formula, the Mk7 has matured. It's far more refined than most rivals, while our car's £815 Dynamic Chassis Control delivers an executive saloon-style ride. And the cabin oozes premium appeal.

In fact, with its pace, poise, luxury, comfort and practicality, the current GTI is more than a hot hatch. No longer is it a family runaround with an injection of fun; this is a super hatch, and could be the only car you ever need.



Essentials

Volkswagen Golf GTI Performance Pack

On fleet since: April 2014

Price new: £29,150

Engine: 2.0-litre 4cyl, 227bhp

CO₂/tax: 139g/km/£130

Options: Discover Navigation Pro (£1,765), Dynaudio stereo (£535), Climate screen (£295), Dynamic Chassis Control (£830), Winter Pack (£380), Advanced phone connection (£320), Pure White paint (£260)

Insurance*: Group: 30 Quote: £395

Mileage/mpg: 17,156/35.3mpg

Any problems? Flywheel replaced

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Latest GTI handles superbly, yet still scores on family appeal, with the iconic tartan-trimmed rear seats hiding Isofix child seat mountings



WE DON'T While our model has the £535 optional Dynaudio stereo, we can't access playlists when we try to stream music from our phone via Bluetooth

Verdict

BRINGING the latest GTI together with the original shows just how good its legendary forebear was, but also just how far VW has moved the hot hatch game on in the 40 years since. The latest Golf GTI still sets a high benchmark for its rivals to beat, and is a brilliant all-rounder.



Mk1 is still fun, but steering is unassisted



Fleetwatch



We're looking forward to piling on the miles on our newly arrived Toyota Verso compact MPV

Toyota Verso

LATEST arrival on the Auto Express test fleet is a jet black Toyota Verso. Our mid-size MPV is fitted with a 1.6-litre D-4D engine and comes with seven seats. It's a middle-ranking Icon model, weighing in at £21,995, and that gets you dual-zone climate control, the Touch 2 multimedia system and DAB radio. We also dipped into the options list for our car, adding metallic paint (£495), sat-nav (£650) and the impressive Skyview panoramic glass roof (£550) to take the price to £23,690.

So far, we've loved the practicality of the 440-litre boot, with the third row of seats folding down flush with the floor and the second row sliding forward to increase either boot space or legroom. The diesel isn't the most refined engine around town, but it settles down on the motorway, where the Verso is a comfortable cruiser.

In typical Toyota style, the Verso is a car that doesn't pretend to offer an array of design gimmicks or flashy styling. It's built to do a job for families, and we're looking forward to seeing if it's up to the task.



Kia Soul EV

OUR all-electric Kia is proving an excellent urban commuter. With its combination of supermini dimensions, tall SUV-style driving position and instant electric acceleration, it's perfect for picture editor Dawn Grant's commute through south-west London.

Most of the time, range anxiety hasn't been an issue, as Dawn's been able to keep it topped up via the charging points at the office car park. However, last week, building work meant the charging bays were out of action, and she had to leave it longer than normal to recharge the Soul's battery.

Thankfully, the infotainment system gives you plenty of notice that you're getting low on juice, as the display shows a warning (above) when the battery's down to 25 per cent capacity. That was still more than enough for Dawn's 18-mile round trip, and she was able to plug in the next day to get back up to full power.

And the warmer weather has given the Soul's range a boost – although at 90 miles, it's still a little bit short of Kia's claimed maximum.

Our fleet INDEX

Alpina D3

Issue 1,366

Audi TT

Issues 1,359, 1,365

BMW i3

Iss. 1,338, 1,353, 1,362, 1,372

Citroen C4 Cactus

Issue 1,365

Fiat Panda Cross

Issues 1,359, 1,369

Ford Mondeo

New arrival

Ford Transit

Issues 1,363, 1,371

Kia Soul EV

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Lexus NX 300h

New arrival

Mazda 2

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Peugeot 308 SW

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Renault Twingo

Issue 1,368

SEAT Leon X-Perience

New arrival

Skoda Octavia Scout

New arrival

Toyota Verso

New arrival

Vauxhall Corsa

Issues 1,354, 1,361

VW Golf GTI

Issues 1,320, 1,332,

1,341, 1,352, 1,364

Marketplace



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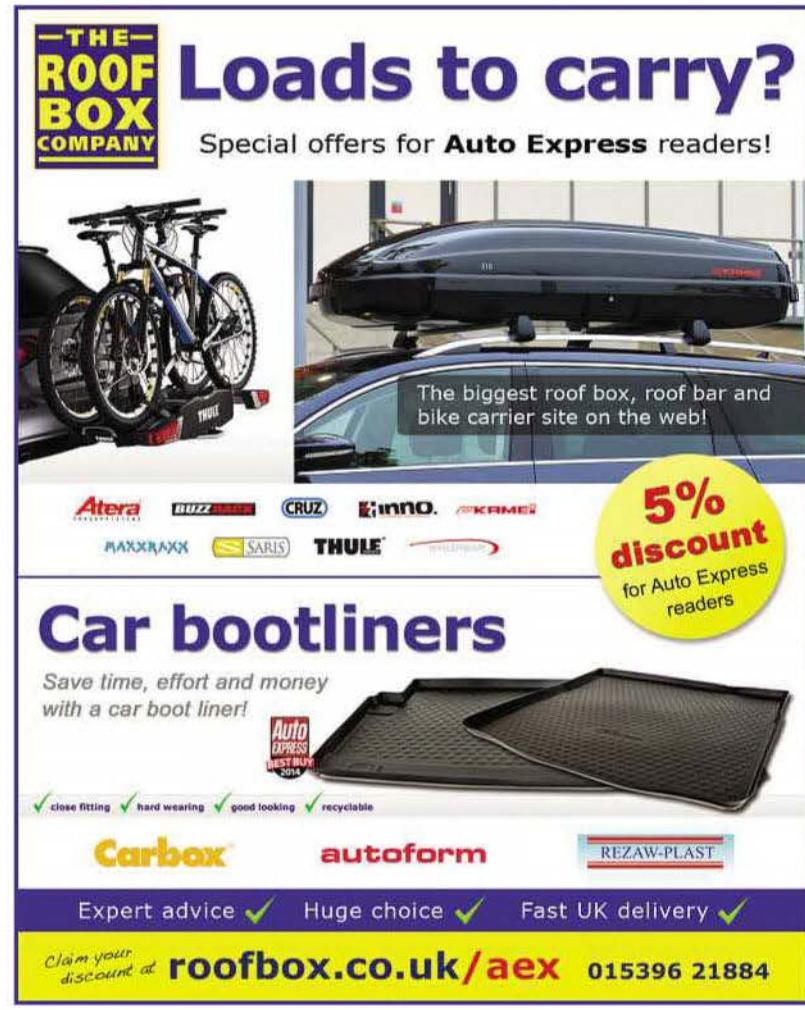
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NEW F1 TITLE PROMISES A GAMING REVOLUTION

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F1 2015

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Contact: 01926 814132, www.formula1-game.com

WITH this year's Formula One season well underway, fans can plug the gap between races as F1 2015 zooms on to the Sony PlayStation 4 and Microsoft Xbox One consoles on 12 June.

This the first official game to be launched on the next-generation consoles (there's also a PC version), and will feature all the current cars, drivers and tracks. The developer claims it'll be the most relevant F1 title ever, as it's being released while the season unfolds – so gamers can replicate grand prix showdowns.

A revamped game engine attempts to present the racing in the best detail yet, with handling and gameplay targeted at beginners and experienced gamers alike. A pro mode sets out to be the ultimate challenge.

Online practice and multiplayer modes make use of F1 2015's network features, while in the Championship Season career mode, sections in between races are presented as TV coverage. You can also play the 2014 season.



CAMPAIGN
F1 2015 game features all the cars, drivers and tracks from the current season, so you can replay recent races



Henry Willis

Got a query?

Henry_Willis@dennis.co.uk
[@WineryHills](https://twitter.com/WineryHills)



Q Where to buy new tyres

I'VE been looking around for cheap prices and availability of the Dunlop Sport BluResponse, which won your summer tyre test, but can't see much for sale. Where's best to search? Joseph Butler, E-mail

A HAVE a look on www.blackcircles.com. It was the best site in our Issue 1,334 test of online tyre retailers. It can find prices and availability of tyres near you, fully fitted or by mail order. In our test, we found prices were competitive, while the website is very user-friendly. It also offered the best selection of tyres per car.

Q Shifting screen stickiness

I'M struggling to remove stubborn glue stains on my windscreen after taking off a dash cam that had been permanently installed. What can I use to get rid of the stains on the glass? Mia Collins, E-mail

A WE used De-Solv-it's Sticky Stuff Remover on glue stains left behind by surplus tax disc holders. The spray penetrates and loosens most glue, grease or label gunk left behind, leaving your windscreen looking as good as new. This product is available for around £4.99. See www.desolvit.com for more information.

Q Best wheel cleaning formula

WHEN I clean my wheels, I struggle to remove all the baked-on brake dust and other dirt. Do you think I could get better results if I tried a different cleaner or a drill kit with more power? Jason O'Hare, E-mail

A FOR starters, use our recommended wheel cleaner – Bilt Hamber auto wheel (£12.95, www.bilthamber.com). As for drill kits, we haven't tested Meguiar's Wheel Polishing Kit, but it includes a brush that attaches to a drill to save polishing by hand. As we went to press, it was priced at £34.90 at www.meguiars.com.



IS LATEST CORDLESS CAR VACUUM A SUCKER STAR?

FIRST TEST

Ring RVAC2 cordless vacuum

RRP: TBC Rating: ★★

Contact: 0113 213 7379, www.ringautomotive.co.uk

TWO new car vacs have been added to Ring's extensive list of handy accessories for drivers: the wired RVAC1 and cordless RVAC2. We put the latter through its paces in a filthy interior.

The RVAC2 is light and compact, even though it has a battery built in, and glides across fabric and leather, so you can focus on sucking up the worst of the dirt. Plus, a bright light guides you to muck hidden in the dark corners of your car.

Our mats and seats were covered in dust, light stones and crumbs, but we were surprised

to see the Ring vac struggle to pick the dirt up on normal settings. Once we'd switched from the standard nozzle to the motorised option included in the pack – this features a rotating brush inside to loosen dirt – things improved, although we ended up using the dual speed function all the time.

Despite its small dimensions, the RVAC2 could hold plenty of dirt in its container before we had to empty it. We got around most of our car's interior with it not even half full of muck, before the battery ran out. It was only good for just over 10 minutes from one charge as we relied on boost mode for normal use, consuming more power. Worth considering, though, as long as Ring gets the price right when it hits the shelves.

CLEAN UP

RVAC1 is a wired device, while the cordless RVAC2 we tried (far right) comes with a few key crevice tools



NEW PRODUCT

RAC Tyre Maintenance and Repair Kit

RRP: £59.99

Contact: 020 3474 0909, www.racshop.co.uk

THE RAC says around 15 per cent of its breakdown call-outs are for punctured tyres. To help, the recovery company has launched a Tyre Maintenance and Repair Kit which it hopes will encourage drivers to have a go at fixing flats themselves.

Sealant allows motorists to plug punctures, so a tyre can be re-inflated and the car driven to a garage for a permanent fix. This works with the inflator – powered by a 12V cigarette lighter socket – which has a gauge showing a tyre's pressure, as well as an LED light for easier use in emergencies after dark. And it's all bundled in a handy pouch for neat in-car storage.



news, deals & events



Audio giant shows off its Smart moves

CAR audio giant Harman has been showing off sub-brand JBL's newest tech in Smart's ForTwo and ForFour as it demonstrates how to achieve great sound quality in small vehicles.

Harman also collaborated with German tuning company X-Dream Car Audio to install custom-made hardware around the cars (above). Each takes 650 hours to complete.

Harman says it gives the user a "feel of being in a bigger car" and the tech "sets a new standard for audio".

Battery giant now venturing into cars

DURACELL is better known for its household batteries, but it's now also making them for cars – and they're available to buy from Euro Car Parts. The Advanced range comprises 20 batteries, covering around 95 per cent of vehicles.

Prices start at £44.99 and vary in cost depending on the model. The heavy-duty batteries are claimed to be long-lasting – and are backed by a five-year guarantee. See www.eurocarparts.com for more.

Classics on display at supercar event

SOME of the world's most exciting classic models and supercars will gather in the grounds of Wilton House, Wiltshire, this weekend.

The two-day event, staged in Netherhampton, near Salisbury, kicks off at 10am on Saturday with 150 vehicles displayed on the lawn and more presented in a paddock.

In addition, there will be car processions and parades, as well as live music. Log on to www.wiltonclassicsupercar.co.uk for event and ticket information.

Know an event coming soon?
Contact Henry_Willis@dennis.co.uk

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Mini test

NEW PRODUCT

Type S Trunk Organiser

Best price: £16.89

Contact: 01440 713888, winplus-europe.com

LAST time around, we criticised the Type S organiser for being small, but that's not necessarily a bad thing if you're driving a city car, as it slots snugly in. It was still able to carry an assortment of bottles and small boxes, and despite the weight, the product felt comfortable under strain.

Its solitary front-facing Velcro pouch is handy for storing the smallest of items, while it has Velcro strips on its base that help it stick to the carpet of a car's boot – it didn't budge on our test journey.

When not in use, the compact Trunk Organiser folds flat. The half-way divider can't be moved, but is helpful for separating most objects.

Rating: ★★★

PRICE £16.89



Keep it all together with handy boot organisers

Henry Willis

A CAR'S boot might seem like the best place to transport shopping and other cargo, but loose items can still be knocked around and damaged if they're not secured.

Since its recent rebrand, Type S has relaunched its product range, and we were keen to try the latest version of its Trunk Organiser, after its predecessor fell behind rivals in our Issue 1,155 test. So

we've brought back the best remaining option from that comparison – Draper's 47650 Boot Organiser. Prices are from a range of sources as we went to press.

Both products are practical organisers with handles that take the strain out of ferrying items to the car. The Type S feels stronger than before, thanks to its new reinforced handles. Its base and divider are still flimsy, though, so it trails the Draper as an all-round organiser.

STRONG AND PRACTICAL

Draper 47650 Boot Organiser

Best price: £21.95

Contact: 023 8049 4333, www.drapertools.com

SLIGHTLY more expensive than its Type S rival, and the Draper justifies this by being bigger and seemingly stronger. It feels better made when fully loaded with weighty objects. But the 47650 isn't too big, as it could still fit either way into the boot of our city car – and you're more likely to be able to get whole bags of shopping in here, as opposed to just loose items.

It also has pockets for small bits and pieces on either side – we liked this as it means tiny items won't get lost in the larger, main hold area.

On the move, the Draper organiser felt sturdier than the Type S due to an increased Velcro surface area which helped it stick to the boot carpet. A reliable choice.

Rating: ★★★★

PRICE £21.95



books, apps & games

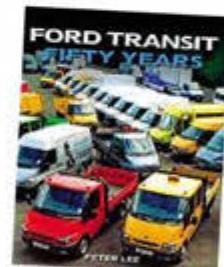


Ford Transit: Fifty Years

Peter Lee (Crowood Press, www.crowood.com)

Price: £25 (hardback) Rating: ★★★

MORE than seven million Transits have rolled off Ford production lines around the world since its debut 50 years ago. And the iconic van's evolution through eight generations is documented in this book, which looks fondly at the number of different uses the Transit has applied itself to through the years. Interesting for fans, but may be a little dry if you're not a convert.

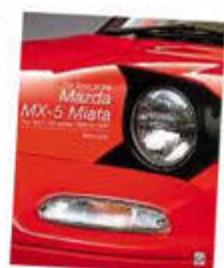


The Book of Mazda MX-5 Miata Roadster

Brian Long (Veloce, www.veloce.co.uk)

Price: £29.99 (hardback) Rating: ★★★★

IN Issue 1,370, we looked at another book about MX-5s from the same author, focusing on the roadster's design and development. This adds depth to Mk1 models made from 1988 to 1997, also exploring their production history and eventual phasing out. Written in Japan with the help of Mazda factory staff, this book is packed with facts and holds nothing back. A must for MX-5 fans.



Does Not Commute

Available for: iOS, Android

Price: Free Rating: ★★★★

THIS fun, addictive driving game takes a very different approach. And Does Not Commute is as much about strategy as behind-the-wheel action. Plan the journeys of a number of cars across a map so they don't collide – it's harder than it sounds. We keep going back for more.



App of the week



What3Words

Available for: iOS, Android

Price: Free Rating: ★★★★

THIS app could help sat-nav users find tricky public buildings or houses with names. Pin your location on the map and it converts GPS co-ordinates into three memorable words (each 3m² generates a different code). Then use Waze or Navmii apps for step-by-step directions.





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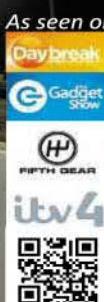


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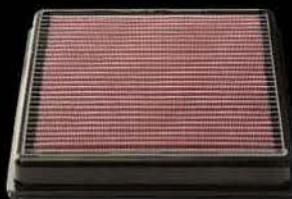
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FOLDING BICYCLES

Which of seven bikes for the boot is best for commuters?

PRODUCT GROUP TEST 3 | 6 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

Brompton S6L

Best price: £955 Rating: ★★★★

Contact: 020 8232 8484, www.brompton.com



IT wasn't just the super-compact folded size that scored the Brompton points. With its zippy yet comfortable ride, it was the best all-rounder on test, while skinny tyres and a range of six gears allow the bike to pick up speed and zoom along without effort. Great build quality and an intuitive folding process also contributed to the S6L's victory here.



Mezzo D9 Curve

Best price: £825 Rating: ★★★★

Contact: 01424 753566, www.atb-sales.co.uk



THE Mezzo bike won our most recent test (Issue 1,267), but has to settle for second place this time round. It's trickier to fold than the Brompton winner, although we did like its sturdy ride thanks to the raised handlebars; plus, it's cheaper than the S6L.



MINI Folding Bike

Best price: £430 Rating: ★★★★

Contact: 0800 0836 464, www.mini.co.uk

SMALL and compact just like the original Mini cars, this folding bike from the big-selling Brit car brand gets the thumbs-up from us. It might not be the most compact bike when folded, but it's small enough to fit in most boots and the process is easy. A comfortable ride is worthy of bikes made by recognised cycling brands.



Carrera Intercity

Best price: £349.99 Rating: ★★★

Contact: 0345 504 5353, www.halfords.com

THE Intercity does little wrong, but we would expect it to do more based on its hefty price when compared to rivals'. Even after we fine-tuned the mechanical parts, the gear changes were clunky, brakes spongy and ride firm and uncomfortable. Still, it encouraged speed on the road, while it was among the fastest to fold.



Henry Willis

HALVE the number of wheels you use on your commute, and it's possible to cut the time you spend travelling. Cycle to and from work every day, and you can drastically reduce your fuel bills. Folding bikes fit in the boot of most cars, enabling you to park where it's free, unfold your bike and ride through the worst of the traffic.

Leaving the comfort of four wheels behind and relying on two-wheeled pedal power also helps boost your fitness, as you get a workout while you ride. We unfolded seven of the latest bikes for your boot and took to busy London roads to find the best.

How we tested them

IT was crucial that each bike folded down small, so they can fit in all car boots. We judged the folding process; the easier the better. Out on the road, we took on slow, fast, hilly and potholed city roads to rate ride and handling.

Practicality is key in a folding bike, so any extra features – like luggage racks and mudguards – also scored points. Finally, we considered cost, taken from numerous sources as we went to press, with our price range at under £1,000.

Auto Express Verdict

BROMPTON'S S6L scoops victory here and justifies its price tag. The Mezzo D9 Curve, winner of our 2013 test, settles for second, while the Tern Link D8 wheels into third.

1. Brompton S6L
2. Mezzo D9 Curve
3. Tern Link D8



WINNER
Brompton's S6L is the most expensive bike on test, at £955, but the compact fold and top performance make it worth it.



Tern Link D8

Best price: £450 Rating: ★★★★
Contact: 01454 332110, paligap.cc



THE Link D8 is a compact and efficient folder – we had it coiled up within a few seconds as we only had to undo a few main levers. It's great out on the road, too, with its 20-inch wheels absorbing potholes and bumps well and also making for a swift cruising speed. It's the best value of the top-scoring bikes.



Dawes Diamond

Best price: £269.99 Rating: ★★★
Contact: 01923 574900, www.evanscycles.com

WE can't fault the Dawes bike for its price, and it gives a spirited feel on the road despite only having three gears. You'll wish it had more on longer journeys, but it's fine for short city and town bursts. We were impressed with how compact it was once folded, too, although it's heavier than most to carry around.



Classic Saker Folding Bike

Best price: £119.98 Rating: ★★★
Contact: 0115 956 5555, www.machinemart.co.uk

BY far the cheapest bike here, the Classic Saker is dwarfed by rivals' performance on most levels, yet redeems itself by offering superb value for money. There's only one folding point, so it's cumbersome when stowed, and its huge handlebars get in the way. You'll have to put this penny-pinching bike together yourself, too.



Boot protection

IF you keep your folding bike in the boot of your car for part of your daily commute, you should protect the trim to stop plastics or fabrics being marked. The Carbox FormMat is our favourite boot liner, having won our test in Issue 1,346. The protector we tested in our VW Tiguan costs £71.45. See www.bootliners.co.uk or call 01539 621884 for more info.



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Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

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Dacia Logan MCV

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48th
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2015 Results

Logan MCV Factfile

Years: 2013 to present **CO₂:** 99g/km

Fuel economy: 74mpg (1.5 dCi Ambiance)

Best features: Hill start assist, heated door mirrors, Bluetooth, cruise control, USB

Prices: From £5,500

OVERALL SCORE

89.53%

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better



GOOD

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"Brilliant fuel economy, low tax and great value for money."

"I've recommended others to consider Dacia as I am that happy with the car."

"Comfortable, economical and roomy. Just a great car."

"Friends who've travelled in my Dacia refuse to believe the price."

"It's comfortable, economical and does everything I want it to do."

"Fuel economy is great and there's loads of space."

**DRIVER
POWER**

NOT SO GOOD

"IT could do with a little more soundproofing for UK roads in general."

"Minor bits of interior trim could be sturdier."

"The cable clutch is sticky or very sticky depending on how hot the day is."

"Cheaply made so not sure how it will cope over time."

"The car seriously lacks power. I find it has taken all the fun out of driving."

"Rear parking sensors are loose. And the switchgear feels fragile."

"There's a lot of road noise at high speeds."

How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower

Q

Are LED lights OK abroad?

MY 2013 SEAT Leon has LED lights. I intend to drive it to France this summer, and am not sure if I should carry a spare set of bulbs or fit headlight deflectors. Can you help?
Mike Hedley, E-mail

A

THE Leon's LED headlight range is suitable for driving abroad. Unlike other set-ups, you won't need to fit stickers to adjust the beam. But it's advised that you only drive temporarily on this beam; if you're planning a long stay abroad, it's best to fit left-hand lights.

Q

Squeaky seats on 3 Series

THE front seats have started squeaking when I get in and out of my 2012 BMW 3 Series. The car is just out of warranty, so I'm concerned I'll be hit with a big repair bill. What should I do?
Liam Reade, E-mail

A

IT'S not uncommon for the front seat frames in the 3 Series to suffer from corrosion, which can cause noises from the hinges and various adjustment mechanisms. However, as your car is only just out of warranty, contact BMW to see if it will contribute to the cost of any repair.

Q

Baby MPV's bootlid blow

WHEN I collected my children from school recently, and tried to put our stuff in the boot, our 2010 Vauxhall Meriva's tailgate wouldn't open. Is this a problem with the key or boot?
Hannah Perkins, E-mail

A

THIS is down to a release switch failing – and it's a problem Vauxhall is aware of. Take your Meriva to your local main dealer, and if staff there plead ignorance, quote TSB 2820. With this, they'll be able to look up the necessary repair details on their system.

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BUYER'S GUIDE: SEAT Leon Mk2

FROM £2,500 Stylish hatchback still makes plenty of sense as a used buy

AE Richard Dredge

WHEN the second-generation SEAT Leon arrived, it instantly made its rivals look rather staid. With its swoopy lines, this car cut a dash like no other small family hatch, and while time has reduced the visual impact of the mid-range SEAT, it still looks smart.

Although based on the contemporary VW Golf, the Leon doesn't offer the same range of body styles and the interior isn't as plush, but you can pick one up for significantly less cash. If you're happy to settle for a five-door hatch, the Leon might be the one; and with plenty of engines to choose from, there's a model for you whether you're after good economy or tyre-scorching performance.

History

THE Leon Mk2 arrived in the UK in August 2005, with 1.6 and 2.0 FSI petrol engines and 1.9 TDI or 2.0 TDI diesels. Two months later, a 182bhp 2.0 TFSI Sport appeared.

By June 2006, 2.0 TDI and 2.0 TFSI Leon FRs were available, with 168bhp and 198bhp respectively. Five months later,

the 237bhp 2.0 TFSI Cupra arrived. A 123bhp 1.4 TSI engine joined the range in March 2008, four months before the ultra-frugal 1.9 TDI Ecomotive. This claimed 119g/km CO₂ emissions initially, but it was slashed to just 99g/km in summer 2010.

A facelift in summer 2009 brought fresh styling, a new trim hierarchy and a bigger rear window for better visibility. A 138bhp 2.0 TDI common-rail diesel was introduced in November 2010, before the Mk2 made way for an even more stylish Mk3 in 2013.

Which one?

A LONG production run and a major mid-life refresh mean there are lots of engines to choose from and plenty of trim levels, too.

Specs are confusing, as initially there were Essence, Reference, Stylance, Sport and Reference Sport trims. From summer 2009, these became S, S Emocion, SE and Sport, with FR, Cupra and Cupra R above.

All of the engines are good, although the 1.6-litre petrol lacks sparkle and the 1.9 TDI feels old-fashioned now; the 2.0-litre TDI is

much better. Essence and Reference cars get electric front windows and remote central locking, while Emocion spec adds alloys and air-con. Stylance includes climate control, powered rear windows, ESP and cruise control; Sport brings rear parking sensors.

Alternatives

FOR value and availability, you can't beat the Ford Focus and Vauxhall Astra. The Focus is more fun, but both come in three or five-door, estate or coupé-cabrio forms.

If you're a fan of sharp design, the Honda Civic is also eye-catching. It's available as a hatch only and is generally well built, too. Yet in terms of all-round appeal, it's hard to fault the Kia Cee'd, which is extremely reliable, good to drive and cheap to run.

Other small family hatches that focus on value include the Peugeot 308, Renault

Mégane and Citroen C4, but if your pockets are deeper, you could always go for the Golf.

Verdict

THE Leon's star has faded, as 192nd place in our Driver Power 2015 satisfaction survey shows, but that doesn't make it a bad buy.

Newer designs offer better tech, comfort and build quality, but the Leon still makes a great used buy if you do your homework. With prices starting at less than £3,000, you're getting a lot for your money.

When we ran a Leon FR TDI on our fleet, we put 1,820 miles on the clock in a single week. Those miles only reinforced what made the car such a great companion: effortless performance, excellent economy with comfort and style. All of those are still true, but reliability and build quality are now patchy, which is why you must buy with care.

"There's a Leon for you whether you're after good economy or tyre-scorching performance"

NEED TO KNOW

The rear light clusters can suffer from condensation due to failed seals. Washing the car highlights the issue.

NEED TO KNOW

Paintwork is damaged easily, with Luna Grey seemingly more prone to imperfections than any other colour.

NEED TO KNOW

Sporty Leons have firmer suspension than standard versions. From 2009, all models got an improved suspension set-up.



Performance
0-62mph/top speed
9.3 seconds/127mph



Running costs
47-53mpg (2.0 TDI 140)
£66 fill-up



CO₂/tax
139-159g/km
£130-£180



Interior

THE dashboard is looking a little dated these days, although there's still plenty of headroom in the front and rear. Shoulder and legroom in the back are a little bit tight, however. The Leon's boot is spacious enough, with a 341-litre capacity that rises to 1,305 litres when you fold the rear seats.

Tom Wood

Water leaks

OPEN the tailgate and look for signs of water leaks on the offside trim panel. The rear washer tube can come adrift, leading to water behind the panel.



Bonnet

THE wipers can fail to operate as the bonnet isn't closed properly or a wire has come adrift from the bonnet lock. Closing the bonnet and attaching the wire should fix things.



Struts

GAS struts for the tailgate tend not to last very long – many cars have already had replacements under warranty. You can buy aftermarket items from sgs-engineering.com.



ABS fault

THE Electronic Stability Programme hardware can play up. This issue is to do with the anti-lock braking system, and can be rectified by replacing the ABS pump, which is pricey.



How much?

I2	II	IO	08	06
2012	2011	2010	2008	2006

Model

1.2 TSI SE Copa	£8,795	£7,725	N/A	N/A	N/A
1.4 TSI Sport	N/A	£7,725	£6,825	£4,995	N/A
1.6 S/Emocion	N/A	£6,675	£5,895	£4,395	N/A
2.0 TFSI Cupra	N/A	£9,995	£8,995	£7,495	N/A
1.6 TDI S	£9,125	£7,450	£6,595	N/A	N/A
1.9 TDI Reference/SE	N/A	£7,995	£6,995	£4,795	£3,725
2.0 TDI Sport	N/A	£8,595	£7,575	£5,595	£4,195

LEONS with the smaller petrol engines, a low spec and a high mileage (typically at least 120,000) can be bought for £2,500. About three-quarters of models have a diesel engine, and most Mk2 cars are priced from £3,000.

Limit the mileage to 80,000, and you'll pay at least £4,000. This secures an 06-plate 1.9 TDI or a 2.0 TDI; we even managed to find a 1.6 TDI being sold privately at this price point. One in 10 Leons has an auto gearbox – you'll need to spend upwards of £4,000 to get one of these, although most are priced at £5,000 or more.

Running costs

Model	Fuel economy	CO ₂ emissions	Annual road tax	Insurance group
1.2 TSI	12-13	54mpg	124g/km	£110
1.4 TSI	15	44-45mpg	148-150g/km	£145
1.6	9-12	37-38mpg	180-183g/km	£225
2.0 TSI/TFSI	28-32	34-38mpg	170-199g/km	£205-£265
1.6 TDI	15	67-74mpg	99-109g/km	Free-£20
1.9 TDI	10-14	54-62mpg	119-141g/km	£30-£145
2.0 TDI	19	47-53mpg	139-159g/km	£130-£180

ALL Leons need maintenance every 12 months or 10,000 miles, with services alternating between minor and major. Because of the Mk2 car's age, all models are eligible for fixed-price servicing, costing £149 and £249 respectively. If you book your service online, you'll also get Europe-wide breakdown cover thrown in for free.

The diesel and 2.0-litre petrol engines have a cambelt that needs to be replaced every five years or 80,000-144,000 miles. Dealers charge £299 to swap the belt on a petrol Leon or £369 for a diesel; add £129 for a fresh water pump. Every other year, the brake fluid should be renewed and the air-con serviced, at £49 and £69.

Partwatch

Part	Dealer price	Independent price
Front brake pads (axle set)	£70.63	£28.92
Brake discs (pair)	£116.86	£59.88
Door mirror glass (electric)	£46.97	£9.99*
Front wiper set	£51.23	£30.18

Prices for a 2011 Leon 2.0 TDI 140 from Blade SEAT in Gloucester (bladegroup.co.uk/seat/). Independent prices from Euro Car Parts (eurocarparts.com). *Price from wingmirrorshop.co.uk

Recalls

SO far, there have been two recalls for the Leon Mk2, the first of which was issued in November 2009. This affected cars built between September 2008 and August 2009 fitted with the six-speed DSG transmission. A sensor within the box could give a false reading, leading to the clutch being deployed and resulting in a loss of drive.

The second recall was issued in December 2011, and affected 65 Leons (and Alteas) with the 2.0 TDI engine built in 2009, which could suffer from fuel leaks.

Auto Express DRIVER POWER
www.autoexpress.co.uk/drivertower

OUR VIEW

AGE has definitely caught up with the Leon, as a 192nd place finish in our Driver Power 2015 satisfaction survey confirms. It managed just two top 100 placings – 66th for performance and 98th for handling. The next best score was 150th for running costs, then 175th for practicality; not very impressive...

YOUR VIEW

SIMON Doulton from Calne, Wiltshire, owns a 2010 Leon 2.0 TDI. He said: "The SEAT is superb value as a used buy. The combination of performance and economy is impressive and it's pretty practical, too. The interior feels cheap in places, though, plus it uses lots of oil. But overall, I'd buy another one as you get so much for your money."

Car hunter

£23,000 for a fast estate, but which one?

CARS

82

3 June 2015

THE ALL-ROUND CHOICE



Audi S4 Avant

FOR: Great blend of space and speed, cabin
AGAINST: Bland styling, expensive

AUDI'S fast estate heritage began more than 20 years ago with the RS2 Avant, and today's S4 Avant lives up to that car's reputation with a 333bhp supercharged V6 and quattro all-wheel drive.

The VXR looks sportier and the Mercedes' engine is more of an event, but the Audi stands out with its premium interior, 1,430-litre boot and all-weather pace. We found a 59-plate example with 52,000 miles on the clock and loads of kit for £20,995.

INTERIOR



THE S4's performance is impressive considering what a useful everyday car it is, with 0-62mph in five seconds. It's hugely torquey, too, plus the quattro grip gives you loads of confidence. It's the fastest real-world car here.

RELIABILITY



AUDI finished a decent 13th in our Driver Power 2015 satisfaction survey, and with regular maintenance the S4 should prove the most trouble-free car here. It's even the most economical choice, promising over 25mpg.

Dear Lawrence, My kids are now too big for the back seats of my BMW M3, so I'm after a fast estate. But I don't want another BMW. What can I get for £23,000?

Steve Porter, Guildford, Surrey

Contact: Lawrence_Allan@dennis.co.uk



THE VALUE CHOICE



Vauxhall Insignia

FOR: Muscular looks, most practical
AGAINST: Lacks prestige, feels big

YOU may wonder why you'd want to move from a BMW to a Vauxhall, but the Insignia VXR Sports Tourer is an impressive car for the money. You get the classy interior, generous kit and huge 1,530-litre boot of the regular estate, plus 321bhp and all-wheel-drive grip. It's less economical than the S4, though.

They can be hard to find on the used market, but hot Insignias are superb value. Our search unearthed a 2010 manual VXR with 35,000 miles for £15,425.



DESPITE its extra weight, which makes it the slowest car of our trio, the VXR is no slouch: 0-62mph takes only 5.9 seconds. Plus, the turbo means it feels faster in-gear. There's loads of grip, but it's not as engaging as the C63.

THE EXCITING CHOICE



Mercedes C63 AMG

FOR: Engine sound and searing pace
AGAINST: Thirsty and least spacious

THE Mercedes C63 AMG Estate doesn't look any more potent than its rivals here, but its performance is in a different league. A 6.2-litre V8 sends 445bhp through the rear wheels, and makes a great noise – it's by far the most exhilarating car to drive here.

However, while interior quality is superb, rear seat space is tight. Fuel economy is also the worst of this trio. It's not cheap to buy, either – a 70,000-mile 2009 example will set you back £22,500.



FOR an estate, the Mercedes' performance is stunning, with 0-62mph coming up in 4.6 seconds despite traction issues. It's fun to drive when you're in the mood, although the ride is hard and it can be challenging in the wet.



VAUXHALL didn't fare well in Driver Power 2015, ranking third from bottom in our manufacturers' chart. That's not to say the VXR won't be reliable, although the brand's dealers don't have the best reputation for service.



MERCEDES finished even higher than Audi in Driver Power 2015. However, owners have said that alongside steep running costs, the C63 AMG requires expensive engine maintenance to keep it running well.

**Auto
EXPRESS**

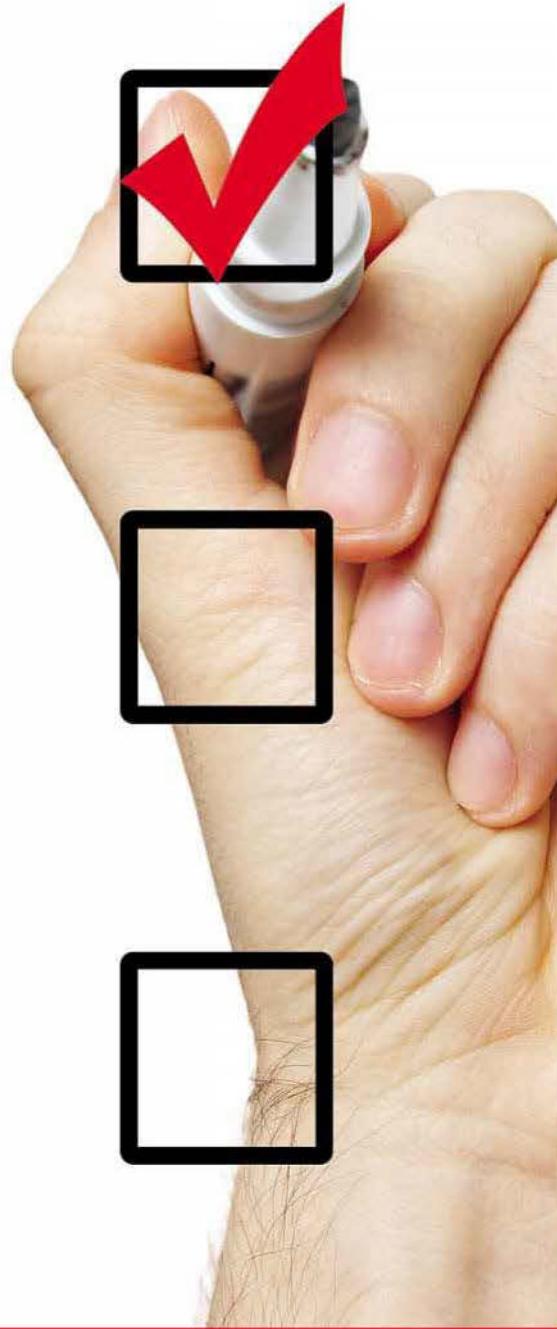
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Dare to be different

If you don't fancy a German exec, the Jaguar XF and Chrysler 300C are interesting alternatives

XF is a stronger performer, and more refined, too



Jaguar XF

44.8mpg (official)
£85 fill-up



XF Diesel S Luxury

Years: 2011 to date Engine: 3.0-litre 6cyl, 271bhp
Insurance group: 45 Econ/CO₂: 45mpg/169g/km

Why? Classy Jaguar is refined, accomplished to drive and delivers strong performance.

Prices from: **£14,695**

JAGUAR'S mid-sized executive has been a quiet success story, and the 2011 facelift improved on the recipe. The Chrysler 300C might be the newer car here, but the XF is more desirable and has a more premium feel inside and out.

While the Chrysler comes with much more in the way of kit, shop around and you can get an XF with a similar level of tech for not much extra. And although it has a shorter wheelbase, rear headroom is also better and the boot is bigger.

The Jag blitzes its opponent in performance thanks to its twin-turbo diesel engine and eight-speed automatic. It's also more efficient and more refined, and despite the slightly firmer suspension, rides better. The Brit offers superb damping, agility and responsiveness on the road compared to its rival here.

The XF is reliable, too. It's consistently scored highly in our Driver Power surveys and, despite its age, still finished 23rd in 2015. Maintenance costs are similar to the 300C, too, making the Jaguar the sensible choice.



Cabin can't match Chrysler's for equipment, but it offers a much more upmarket feel

1 Jaguar XF



If you're bored of German execs and fancy something different, the XF is by far the best of the rest. It's great to drive, upmarket and stylish, and even beats most rivals for reliability.



300C is well kitted out, but the quality is inferior. Body roll is obvious, and auto box sluggish

2 Chrysler 300C



THE 300C isn't a bad car in its own right, but it's very difficult to recommend it over the XF. Dynamic shortcomings aside, Chrysler leaving the UK will make it harder to sell on.

Distinct, imposing styling is arguably 300C's trump card



Chrysler 300C

39.2mpg (official)
£87 fill-up

300C Executive

Years: 2012 to date Engine: 3.0-litre 6cyl, 236bhp
Insurance group: 40 Econ/CO₂: 39mpg/191g/km

Why? Huge American saloon offers lots of character, massive amounts of kit and is an unusual sight.

Prices from: **£14,995**

EXECUTIVE saloons are common on UK roads, but if you really want to stand out, then the 300C is a rare sight. In typical US fashion, it's not an understated car by any means.

While it might not offer the desirability of the XF, it is imposing. Inside quality isn't quite on a par with the Jag, yet kit levels are in a different league with a huge selection of gadgets. There's loads of legroom, but rear headroom isn't great and the boot is an odd shape.

If you're taking it easy or on the motorway, the Chrysler is soothing and refined. However, in town, large potholes send a shudder through the cabin, and it rolls more through bends. The V6 diesel is also down on power next to the Jag, but the real issue is the dated five-speed auto, which makes it sluggish to respond.

The 300C didn't feature in Driver Power 2015, but Chrysler finished as worst manufacturer. It gets even worse, as the company is soon to pull out of the UK, meaning if you do choose a 300C you'll have to find specialists for maintenance.



ASPIRATION to EXHILARATION



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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt) **BAND G:** 151-165g/km CO₂ (£180/£180)
BAND B: 101-110g/km CO₂ (exempt/£20) **BAND H:** 166-175g/km CO₂ (£295/£205)
BAND C: 111-120g/km CO₂ (exempt/£30) **BAND I:** 176-185g/km CO₂ (£350/£225)
BAND D: 121-130g/km CO₂ (exempt/£110) **BAND J:** 186-200g/km CO₂ (£490/£265)
BAND E: 131-140g/km CO₂ (£130/£130) **BAND K:** 201-225g/km CO₂ (£640/£290)
BAND F: 141-150g/km CO₂ (£145/£145) **BAND L:** 226-255g/km CO₂ (£870/£490)
BAND M: Over 255g/km CO₂ (£1100/£505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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ABARTH

www.abarthcarsuk.com / Brochure: 00800 2227 8400 / Dealers: 25
Warranty: 3 years/60000 miles

500 - 3675x1627mm, EURO-NCAP N/A
DRIVER POWER POS: 87th

1.4 T-Jet 500 **G** 43.5 7.9 155 27 £14560
1.4 T-Jet 595 Turismo **G** 43.5 7.4 155 28 £17990
1.4 T-Jet 595 Competizione **G** 48.7 6.7 155 28 £19890
1.4 T-Jet 695 Biposto **G** 43.5 5.9 155 38 £23990
500/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 00800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, EURO-NCAP ★★★★
DRIVER POWER POS: 155th

1.3 JTDM-2 (85) Progression **A** 79.0 12.9 95 11 £14315
1.3 JTDM-2 (85) Sprint **A** 79.0 12.9 95 11 £14515
1.3 JTDM-2 (85) Distinctive **C** 79.0 12.9 95 11 £16655
875e TwinAir Progression **A** 67.3 11.4 99 13 £17770
875e TwinAir Distinctive **A** 67.3 11.4 99 13 £16070
875cc TwinAir Sprint **A** 67.3 11.4 99 9 £14870
1.4 TB MultiAir (135) Distinctive **D** 50.0 8.4 129 19 £17620
1.4 TB M-Air (170) Q-foglio Verde **D** 52.3 7.3 124 20 £20210
QV Line: add £750 to Distinctive (not 1.3 JTDM-2); Junior: same price as Sprint.

Giulietta - 435x1798mm, EURO-NCAP ★★★★
DRIVER POWER POS: 59th

1.4 TB (120) Progression **F** 44.1 9.4 149 16 £18240
1.4 TB (120) Distinctive **F** 44.1 9.4 149 16 £19490
1.4 TB MultiAir Distinctive **E** 48.7 7.8 134 23 £20990
1.6 JTDM-2 (120) Progression **C** 76.4 11.3 114 16 £19170
1.6 JTDM-2 (120) Distinctive **C** 76.4 11.3 114 16 £20420
2.0 JTDM-2 (150) Distinctive **B** 67.3 8.8 110 24 £21720
2.0 JTDM-2 (150) Exclusive **B** 67.3 8.8 110 25 £23470
1.75 TCT Quadrifoglio Verde **G** 40.4 6.0 124 25 £28120
Exclusive: add £2400 to Distinctive, Sportiva Nav; add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

4C - 389x2090mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.75 TCT 4C **G** 41.5 4.5 157 N/A £51500
4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr **E** 53.3 4.6 139 50 £69950
3.0 auto D3 Bi-Turbo Touring **F** 52.3 4.6 142 50 £69950

B3 - 4628x1811mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr **I** 37.2 4.2 177 49 £54950
3.0 auto B3 Bi-Turbo Touring **I** 36.7 4.3 179 49 £56950

D5 - 4913x1860mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr **G** 47.9 5.1 155 47 £69950
3.0 auto D5 Bi-Turbo Touring **G** 45.6 5.3 163 47 £59950

B5 - 4905-4913x1860mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr **L** 26.9 4.5 244 N/A £75150

B7 - 5092x1902mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr **L** 28.5 4.6 230 N/A £98800

XD3 - 4651x1901mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo **H** 42.8 4.9 174 50 £56450

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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D4 - 4640x1825mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe **E** 53.3 4.6 139 49 £50950
3.0 auto D4 Bi-Turbo Convertible **G** 47.9 5.0 156 49 £54950

B4 - 4640x1825mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe **I** 37.2 4.2 177 49 £58950
3.0 auto B4 Bi-Turbo Convertible **J** 35.3 4.5 186 49 £62950

B6 - 4894x1894mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe **K** 30.1 4.3 219 50 £92850
4.4 V8 auto B6 Bi-Turbo Conv **K** 29.4 4.4 224 50 £97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245 **N/A** 3.3 N/A N/A £30596
2.0 i-VTEC Atom 3.5 310 **N/A** 2.7 N/A N/A £35812
2.0 i-VTEC S/C Atom 3.5R **N/A** 2.6 N/A N/A £64800

Nomad - 3215x1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.4-i VTEC Nomad **N/A** 3.4 N/A N/A £33000

ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 500x2140mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S **M** 19.9 4.9 323 50 £150299

Vantage - 4380x1865mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage **M** 20.5 4.8 321 50 £87344
4.7 V8 Vantage N430 **M** 20.5 4.8 321 50 £92344
4.7 V8 Vantage S **M** 20.5 4.5 321 50 £97344
6.0 V12 Vantage S **M** 17.3 3.7 388 50 £139155

DB9 - 4720x1875mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe **M** 19.8 4.6 333 50 £155537
DB9 Volante: add £10000

Vanquish - 4721x1905mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe **M** 19.6 4.1 335 50 £194150
Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60000 miles

A1 - 3954x1740mm, EURO-NCAP ★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr **A** 60.0 10.9 99 N/A £14315

1.0 TFSI (95) Sport 3dr **A** 60.0 10.9 99 N/A £16290

1.6 TDI (116) SE 3dr **A** 80.7 9.4 92 19 £15390

1.4 TFSI (125) Sport 3dr **C** 57.6 8.8 115 21 £16690

1.6 TDI (116) Sport 3dr **A** 80.7 9.4 92 19 £17365

1.4 TFSI (125) 5-line 3dr **C** 56.5 8.8 117 21 £18685

1.4 TFSI CoD (150) 5-line 3dr **C** 58.9 7.8 112 25 £19480

1.6 TDI (116) 5-line 3dr **A** 80.7 9.4 93 19 £19360

2.0 TFSI (231) 51 3dr **G** 40.4 5.8 163 33 £25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, EURO-NCAP ★★★★
DRIVER POWER POS: 27th

1.4 TFSI (125) 3dr **C** 57.6 8.8 115 21 £16690

1.4 TFSI (125) 5-line 3dr **C** 56.5 8.8 117 21 £18685

1.4 TFSI (125) Sport 3dr **C** 57.6 8.8 115 21 £17365

1.4 TFSI (125) 5-line 3dr **C** 56.5 8.8 117 21 £18685

1.4 TFSI (125) Sportback **C** 57.6 8.8 115 21 £17365

1.4 TFSI (125) 5-line Sportback **C** 56.5 8.8 117 21 £18685

1.4 TFSI (125) Cabriolet **C** 57.6 8.8 115 21 £17365

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1.4 TFSI (125) 5-line Cabriolet **C** 57.6 8.8 115 21 £17365

1.4 TFSI (125

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Year 2015
Best convertible

Official fuel consumption figures for the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO₂ emissions: 113g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £2,094.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 April 2015 and 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [May 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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www.bentleymotors.co.uk / Brochure: 0808 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5755x1926mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804-5290x1916-1945mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3	M	22.3	3.6	295	50	£238645

Continental GTC: add £13000 to V8, £20,225 to V8S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153

Warranty: 3 years/unlimited miles

I3 - 3999x1775mm, EURO-NCAP ★★★★☆
DRIVER POWER POS: N/A

eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★☆
DRIVER POWER POS: 101st

1.6 118i SE 3dr	D	52.3	8.5	125	18	£20245
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21245
1.6 120i Sport 3dr	E	48.7	7.4	136	18	£23295
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£26375
3.0 M135i 3dr	J	35.3	5.1	188	37	£31195
1.5 116d ED 3dr	A	83.1	10.4	89	15	£20230
2.0 118d SE 3dr	B	70.6	8.3	104	19	£22325
2.0 118d Sport 3dr	B	70.6	8.3	104	19	£23325
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£24775
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£29800

Auto: add £1490-£1685, 5dr; add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★☆
DRIVER POWER POS: 51st

2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32	£29475
2.0 320d	B	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	125	35	£31275
2.0 325d Luxury	D	57.6	6.8	125	41	£33775
3.0 auto 330d SE	D	57.6	5.6	125	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	125	38	£37175
3.0 auto 330d xDrive Luxury	F	52.3	4.8	143	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£38460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0T M3	K	32.1	4.3	204	45	£56590

Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, Sport: add £1000 to M, Sport: add £500 to Luxury

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A
DRIVER POWER POS: 51st

2.0 320i SE	G	42.2	7.9	155	31	£29905
2.0 320i Luxury	G	42.2	£31905			
2.0 328i SE	G	41.5	6.1	157	35	£33105
2.0 328i Luxury	G	41.5	6.1	157	35	£35105
3.0 335i Luxury	J	34.9	5.7	189	38	£40565
3.0 318d SE	D	61.4	9.7	122	24	£31275
3.0 318d Luxury	D	61.4	9.7	122	24	£33275
3.0 320d SE	D	57.6	8.0	130	30	£32375
3.0 320d Luxury	D	57.6	8.0	130	30	£34375
3.0 325d SE	E	54.3	7.1	138	34	£34305
3.0 325d Luxury	E	54.3	7.1	138	34	£36305
3.0 auto 330d SE	E	54.3	5.7	137	40	£37705
3.0 auto 330d Luxury	E	54.3	5.7	137	40	£39705
3.0 auto 330d xDrive Luxury	F	49.6	4.9	149	42	£44120

Auto: add £1410-£1550, xDrive: add £1500 to 320i to 330d, Sport: add £1000 to M, Sport: add £500 to Luxury

5 Series - 4907-4998x1860-1910mm, EURO-NCAP ★★★★☆
DRIVER POWER POS: 47th

2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£47470
4.4 V8 auto 550i Luxury	J	32.8	4.6	198	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	198	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	34	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	F	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8TT DCT M5	L	28.5	3.9	232	48	£74835
4.4 V8TT DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890

Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price per week where listed

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A

DRIVER POWER POS: 47th

2.0 auto 520d SE	F	51.4	8.9	144	33	£38045
2.0 auto 520d Luxury	F	51.4	8.9	144	34	£40845
3.0 auto 530d SE	G	48.7	6.2	153	43	£46965
3.0 auto 530d Luxury	G	48.7	6.2	153	44	£48965
3.0 auto 535d Luxury	J	34.4	6.1	192	44	£49465
3.0 auto 535d M Sport	G	47.9	5.7	154	46	£51885
4.4 V8 auto 550d Luxury	K	30.7	5.0	214	46	£59515

M Sport: same price as 520d Luxury, add £800 to 530d, 535d, Luxury, add £950 to 550d Luxury

7 Series - 5072-5212x1902mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE	G	49.6	5.5	149	49	£65465
4.4 V8 750i SE	J	32.8	4.8	199	49	£71515
6.0 V12 auto 760Li SE	M	21.1	4.6	314	50	£102015

Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1000 to SE, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★☆
DRIVER POWER POS: 100th

1.5 218i SE	C	57.6	9.2	111	13	£22475
2.0 220i Sport	E	47.9	7.5	137	20	£25755
2.0 225i xDrive auto Luxury	F	44.1	6.3	148	28	£31175
1.5 216d SE	A	74.3	10.6	99	11	£22410
2.0 218d SE	B	68.9	8.9	109	15	£24555
1.5 220d Sport	C	64.2	7.6	115	21	£27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1000 to SE, xDrive: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP N/A
DRIVER POWER POS: 24th

2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 xDrive16d SE	D	57.6	8.1	136	30	£24230
2.0 xDrive18d SE	D	57.6	9.6	128		

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
Z4 - 4239x4244x1790mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 dDrive18i	G	41.5	7.9	159 38	£27740	
2.0 dDrive20i	G	41.5	6.9	159 38	£29840	
2.0 dDrive28i M Sport	G	41.5	5.7	149 40	£3790	
3.0 dDrive35i M Sport	K	30.1	5.2	219 41	£43005	
3.0 DCT Drive35i	K	31.4	4.8	210 43	£45950	
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20 models						
6 Series - 4894x1894mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 640i SE	I	37.2	5.3	176 47	£60630	
3.0 auto 640d SE	F	52.3	5.3	143 48	£62295	
4.4 V8 650i Sport	K	32.1	4.6	206 50	£69790	
4.4 V8T DCT M6	L	28.5	4.2	231 50	£7350	
Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport						
i8 - 4689x1942mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5 TT eDrive auto i8	A	113.0	4.4	59 50	£9985	
CATERHAM						
uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2						
Warranty: 1 year						
Seven - 3100x3300x1270-1505mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
660ccT 160	C	57.6	6.5	114 NA	£18995	
1.6 270		N/A	5.0	NA	£22995	
2.0 360		N/A	4.8	NA	£26995	
2.0 420		N/A	3.8	NA	£29995	
2.0 S/C 620R		N/A	2.8	NA	£49995	
5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build						
CHEVROLET						
www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A						
Warranty: 3 years/60000 miles						
Camaro - 4837x1917mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.2 V8 Coupe	M	20.0	5.2	329 48	£35345	
Auto: add £1500, Convertible: add £5000						
Corvette - 4493x1877mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.2 V8 Stingray Coupe	M	23.5	3.8	279 50	£65510	
6.2 V8 Stingray Convertible	M	23.1	3.8	283 50	£70070	
CITROEN						
www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196						
Warranty: 3 years/60000 miles						
C-Zero - 3475x1475mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
64hp auto C-Zero	A	N/A	15.9	0	28	£21216
C1 - 3466x1884mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 96th						
1.0 VTi (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTi (68) Feel 3dr	A	68.9	14.3	95	6	£8995
1.0 VTi (68) Hair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTi (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.8	99	11	£10635
1.0 VTi (68) ETG 160 3dr	A	67.3	14.3	95	7	£11815
5dr: add £400 to Feel/Flair 3dr, Aircaps: add £160 to select models						
C3 - 3941x1728mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 163rd						
1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDI (70) VT	A	74.3	13.7	99	10	£13220
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	68.2	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	100	9	£14135
1.4 HDI (70) VTR+	A	74.3	13.7	99	10	£14595
1.6 e-HDI (90) VTR+	A	83.1	16.2	87	7	£15210
1.6 e-HDI (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDI (90) Selection	A	76.3	12.5	98	18	£15740
1.6 VTi (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£16440
1.6 BlueHDi (120) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDI (90) Exclusive	A	76.3	12.5	98	18	£16240
ETG6 auto: add £620 to e-HDI (90) Exclusive						
DS 3 - 3948x3962x1773-1717mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 67th						
1.2 PureTech (82) DSign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTi (110) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDI (90) DStyle	A	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DSport	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) DSport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220
Cabrio: add £2460 (selected models), DSire: £900 less than DSport						
C4 - 4329x1789mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 98th						
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045
C4 - 4329x1789mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045
C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
DS 4 - 4275x1810mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 123rd						
1.6 e-HDi (115) DSign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£1975
1.6 VTi (120) DSign	F	46.0	12.2	144	14	£17855
1.6 THP (200) DSport	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	I	44.0	9.9	178	21	£1765
1.6 VTi (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DSport	E	55.0	9.3	134	23	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), add £500 to e-HDi (115)						
DS 5 - 4530x1871mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 106th						
1.6 BlueHDi (120) DSign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
2.0 HDi (160) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi auto Hybrid4 (200) DStyle	B	55.4	8.5	133	24	£6895
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	107	27	£16100
2.0 HDi (200) DSport	G	46.0	8.5	155	27	£28920
2.0 HDi (200) DStyle	G	55.4	8.5	133	24	£28955
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, DS Tourer: add £1600 to VT (160), add £200 to VTR (160)						
DS 7 - 4909x1860mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 112th						
1.6 VTi (95) VTR	B	44.8	12.2	105	4	£17745
1.6 VTi (115) VTR+ Techno Pack	D	56.5	11.6	130	10	£11995
1.6 VTi (115) VTR+ Exclusive	D	56.5	11.6	130	11	£13495
4WD: add £2000, Laureate: add £500 to Laureate						
FERRARI						
www.ferrari.com / Brochure: 01753 878 700 / Dealers: 13						
Warranty: 3 years/unlimited miles						
California - 456x1920mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.8 V8 DCT California T	L	26.9	3.6	250	50	£155230
458 - 4537x1937mm, EURO-NCAP N/A						
DRIVER POWER POS: 91st						
1.6 16v (105) Access 2WD	G	39.8	11.5	165	6	£9495
1.6 dCi (90) Ambiance 2WD	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance 4WD	A	74.3	12.1	99	11	£9595
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate						
Duster - 4316x1822mm, EURO-NCAP N/A						
DRIVER POWER POS: 91st						
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795
0.9 TCe (90) Ambiance	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£9595
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate						

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Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
D	53.0	12.5	123	13	£11695	
D	52.0	12.5	125	14	£13395	
B	63.0	12.1	104	13	£17150	
B	63.0	12.1	104	13	£17650	
B	63.0	12.3	104	13	£19250	
D	51.0	11.5	126	16	£14895	
D	50.0	11.8	129	16	£15995	
D	51.0	11.5	128	16	£14995	

Jazz - 3900x1695mm, EURO-NCAP ★★★★
DRIVER POWER POS: 84th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
D	53.0	12.5	123	13	£11695	
D	52.0	12.5	125	14	£13395	
B	63.0	12.1	104	13	£17150	
B	63.0	12.1	104	13	£17650	
B	63.0	12.3	104	13	£19250	
D	51.0	11.5	126	16	£14895	
D	50.0	11.8	129	16	£15995	
D	51.0	11.5	128	16	£14995	

Civic - 4300x1770mm, EURO-NCAP ★★★★
DRIVER POWER POS: 41st

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
D	52.3	13.4	129	8	£15975	
E	48.7	9.1	137	16	£17635	
F	46.3	9.1	145	16	£19565	
F	46.3	9.1	145	17	£22135	
A	78.5	10.5	94	18	£18775	
A	78.5	10.5	94	18	£20570	
A	76.3	10.5	98	18	£20820	
A	78.5	10.5	94	18	£22140	
N/A	5.7	N/A	N/A	29995		
N/A	5.7	N/A	N/A	32295		

Accord - 4725x1840mm, EURO-NCAP ★★★★
DRIVER POWER POS: 40th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
G	41.0	9.4	159	23	£23200	
G	40.9	9.9	162	24	£26580	
E	53.0	9.4	138	24	£25400	
F	52.0	9.5	141	26	£28795	
F	50.0	8.8	147	28	£31435	
J	33.0	8.1	199	26	£27885	

CR-V - 4570x1820mm, EURO-NCAP ★★★★
DRIVER POWER POS: 21st

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
H	39.2	10.0	168	24	£22340	
H	38.2	10.2	173	24	£25610	
I	37.2	10.2	177	25	£28590	
I	37.2	10.2	177	25	£30435	
C	64.2	11.2	115	24	£24000	
C	62.8	11.2	119	25	£26495	
D	57.7	9.6	129	24	£24750	
E	55.4	9.8	133	24	£30625	
E	55.4	9.9	133	25	£32470	

Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic: add £1000 to £1550 (not 1.4, Type R)

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162

Warranty: 5 years/unlimited miles

I10 - 3665x1660mm, EURO-NCAP ★★★★
DRIVER POWER POS: 3rd

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
B	60.1	14.9	108	1	£8595	
B	60.1	14.9	108	1	£9260	
B	60.1	14.9	108	1	£9660	
C	57.6	12.3	114	4	£10160	
A	65.7	15.1	98	1	£9910	
B	60.1	14.9	108	1	£10360	
C	57.6	12.3	114	4	£10860	

Auto: add £655 to 1.2 Premium, 1.2 SE: add £1135 to 1.2 Premium

X20 - 4035x1734mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
C	58.9	13.6	112	5	£10695	
A	88.3	16.0	84	6	£12445	
C	55.4	13.1	119	6	£12725	
D	51.4	11.6	127	10	£13325	
B	70.6	16.0	103	6	£14225	
B	68.9	12.1	106	10	£14725	
C	55.4	13.1	119	7	£13725	
D	51.4	11.6	127	10	£15325	
B	68.9	12.1	106	12	£15725	

Auto: add £1500 to 2.0 TDG Limited and 3.2 TDG Wildtrak, Limited 2: add £600 to Limited

i30 - 4300x1780mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
E	47.1	13.2	138	N/A	£15195	
A	78.4	11.5	94	N/A	£17195	
E	47.1	13.2	138	N/A	£16495	
E	41.5	12.9	158	N/A	£17895	
E	41.5	12.9	158	N/A	£18495	
F	44.8	11.9	145	N/A	£20295	
B	70.6	10.2	104	N/A	£22295	
B	38.7	8.0	169	N/A	£24295	

Auto: add £1300 to 1.6 CRDI SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE 5dr: add £500 to Turbo SE 5dr

iX20 - 4100x1765mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
B	66.0	11.0	110	N/A	£19600	
C	63.0	11.4	114	N/A	£20400	
B	63.0	11.0	110	N/A	£21600	
C	63.0	11.4	114	N/A	£22400	
C	66.0	11.8	118	N/A	£25600	
D	43.0	12.9	129	N/A	£27500	
Auto: add £1900 to 1.7 CRDI (141) (not 1.0), i30 Tourer: add £1250 (not 1.4), Turbo SE 5dr: add £500 to Premium						
SE Nav: add £1500 to Premium, SE Nav Business: add £1500 to SE Nav						

iX35 - 4410x1820mm, EURO-NCAP ★★★★
DRIVER POWER POS: 124th

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.6 GDI 2WD S	G	41.5	11.1	159	18	£17000
1.7 CRDI 2WD S	E	53.3	12.4	139	16	£18500
1.6 GDI 2WD SE	G	41.5	11.1	159	18	£18600
1.7 CRDI 2WD SE	E	53.3	12.4	139	16	£20100
2.0 CRDI 4WD SE	F	49.6	11.3	145	21	£23000
1.7 CRDI 2WD Premium	F	50.4	12.4	147	17	£22850
2.0 CRDI 4WD Premium	F	49.6	11.3	149	21	£25750
100kW Fuel Cell EV	A	N/A	12.5	0	N/A	£53105
Auto: add £1465 to 2.0 CRDI; ISG: add £180 to 1.6 GDI; Premium Panorama: add £800 to Premium						

Santa Fe - 4690x1800mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
2.2 CRDI Style 2WD 5-seat	G 47.9	9.4	155	18	£27800
2.2 CRDI Style 4WD 5-seat	G 46.3	9.8	159	19	£29000
2.2 CRDI Premium 4WD 5-seat	G 46.3	9.8	159	19	£30020
2.2 CRDI Premium SE 4WD 7-seat	G 46.3	9.8	159	20	£33720
Auto: add £1705 to 4WD models, Seven seats: add £1200					

Genesis - 4990x1890mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
3.8 V6 GDi Genesis	M 25.2	6.5	261	42	£47995

INFINTI	
www.infiniti.co.uk / Dealers: 10	
Warranty: 3 years/60000 miles	

Q50 - 4790x1800x1820mm, **EURO-NCAP ★★★★**

DRIVER POWER POS: N/A

2.2d Q50 SE	C 64.2	8.5	114	39	£27950
2.2d Q50 Premium	C 64.2	8.5	114	40	£30350
2.2d Q50 Sport	C 64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F 45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G 41.5	5.4	159	42	£41630
Auto: add £1550 to 2.2d; Executive: add £1920 to SE; Premium Executive: add £120 to Premium					

Q60 - 4655x1770x1850mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
3.7 V6 auto Q60 Conv GT Prem	M 24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L 26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L 26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Pre	L 26.9	5.9	246	45	£41860

Q70 - 4954x1845mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
3.5 V6 auto Q70 Premium Hybrid	F 45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D 57.6	8.9	135	33	£26350
2.2d auto Q70 Sport	D 57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L 27.7	6.2	235	42	£44100
Tech spec: add £4100 to Premium, £2350 to Sport					

QX50 - 4635x4645x1800mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
3.0d V6 auto QX50	K 33.2	7.9	224	46	£4488
3.0d V6 auto QX50 GT	K 33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M 25.0	6.4	265	46	£38449
Premium spec: add £3598 to GT models					

QX70 - 4865x1925mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
3.0d V6 auto QX70	K 32.8	8.3	225	47	£42370
3.0d V6 auto QX70	K 32.8	8.3	225	47	£4470
3.7 V6 auto QX70 GT	M 23.0	6.8	282	40	£42525
3.7 V6 auto QX70S	M 23.0	6.8	282	47	£46425
5.0 V8 auto QX70S Premium	M 22.0	5.8	307	50	£54025
Premium spec: add £4450 to GT and S models					

USU	
www.usu.co.uk / Brochure: 08464 626 640 / Dealers: 97	
Warranty: 5 years/125000 miles	

D-Max - 5295x1860mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
2.5d D-Max Double Cab	J 38.7	N/A	194	9	£23042
2.5d Yukon Double Cab	J 38.7	N/A	194	9	£24242
2.5d Blade Double Cab	J 38.7	N/A	194	9	£29938
2.5d Utah Double Cab	J 38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah					

JAGUAR					
www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97					
Warranty: 3 years/unlimited miles					
XE - 4672x1850mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
3.0d V6 auto XE	K 33.2	7.9	224	46	£44875

2.0d (163) SE	A 75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A 75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A 75.0	7.9	99	24	£32975
2.0d (180) SE	B 67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B 67.3	7.4	109	27	£3025
2.0d (180) Portfolio	B 67.3	7.4	109	27	£33675
2.0d (200) auto SE	I 37.7	7.1	179	24	£26995
2.0d (200) auto R-Sport	I 37.7	7.1	179	27	£25745
2.0d (240) auto R-Sport	I 37.7	7.1	179	29	£30395
2.0d (240) auto Portfolio	I 37.7	7.1	179	29	£37345
3.0d V6 (300) auto S	J 34.9	4.5	194	35	£44870
Auto: add £1750 to 2.0d; Prestige: add £1000 to SE					

XF (NEW) - 4954x1987mm, EURO-NCAP N/A	DRIVER POWER POS: N/A				
2.0d (163) Prestige	B 71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B 71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	C 65.7	7.5	114	N/A	£36400
2.0d (180) R-Sport	C 65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C 65.7	7.5	114	N/A	£37300
3.0d V6 (300) V6 Auto S	F 51.4	5.8	144	N/A	£49950
Auto: add £1750					

XJ - 5122x5247x1894mm, EURO-NCAP N/A	DRIVER POWER POS: 7th				
3.0d V6 auto Luxury	I 40.0	6.4	184	48	£56870
Auto: add £1750 to 2.0d; Prestige: add £1000 to SE					

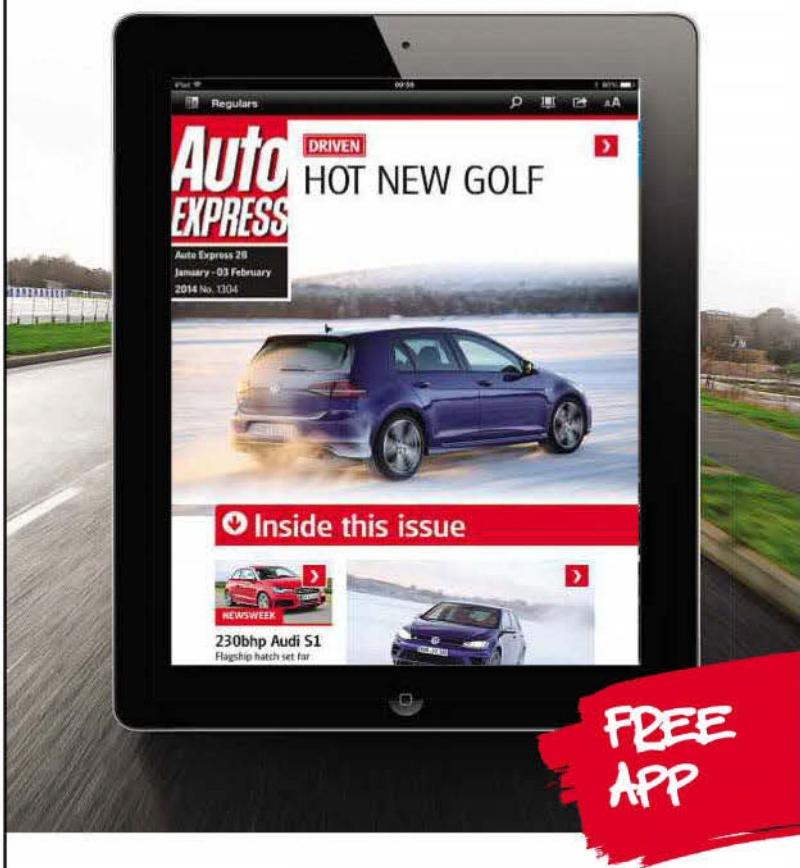
Eco band	MPG	60mph	CO ₂	Insurance group	List price
3.0d V6 auto Portfolio	I	40.0	6.4	184	£67970
3.0d V6 auto Premium Luxury	I	40.0	6.4	184	£60670
3.0d V6 S/C auto Portfolio	L	30.0	5.7	224	£73450
3.0d V6 S/C auto Premium Luxury	L	30.0	5.7	224	£65995
5.0d V8 S/C auto LWBS SuperSport	L	24.4	4.4	270	£95295
5.0d V8 S/C auto XJR	L	24.4	4.4	270	£92395
Long wheelbase: add £3110 (not XJR)					

Eco band	MPG	60mph	CO ₂	Insurance group	List price
3.0d V6 S/C auto Portfolio	L	28.8	5.5	234	£51250
3.0d V6 S/C (380) S Coupe	L	28.8	5.5	234	£60250
5.0d V8 S/C auto R Coupe	L	26.4	4.0	255	£86800
Auto: add £1800 to V6, 4WD; add £4850 to V6 S and V8 R, Convertible: add £4850 to all models					

Eco band	MPG	60mph	CO ₂	Insurance group	List price
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Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17
Warranty: 3 years/unlimited miles

Ghibli - 4971x1948mm, EURO-NCAP ★★★★☆

DRIVER POWER POS: N/A

3.0 V6T auto	K	29.4	5.6	223 N/A	£52615
3.0 V6T auto S	L	27.2	5.0	242 N/A	£63760
3.0 V6 auto Diesel	G	47.9	6.3	158 N/A	£49160

Quattroporte - 5262x1948mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 auto Diesel	G	45.6	6.4	163 50	£69235
3.0 V6T auto S	L	27.2	5.1	242 50	£80115
3.8 V8 auto GT5	M	23.9	4.7	274 50	£108185

GranTurismo - 4881x4933x1847-1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.2 V8 auto	M	19.8	5.2	330 50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360 50	£110135
4.7 V8 Sport	M	18.2	4.7	360 50	£94140

GranCabrio - 4881x4933x1847-1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337 50	£98340
4.7 V8 auto MC	M	19.5	4.9	337 50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337 50	£109395

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170

Warranty: 3 years/50000 miles

2 (NEW) - 4060x1695mm, EURO-NCAP ★★★★☆

DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110 13	£11995
1.5 (75) SE-L	B	60.1	12.1	110 13	£12995
1.5 (90) SE-L	B	62.8	9.4	105 15	£13995
1.5 (90) Sport	B	62.8	9.4	105 16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117 19	£15995
1.5D (95) SE-L	A	83.1	10.1	89 15	£15995
1.5D (105) Sport	A	83.1	10.1	89 15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465x1750mm, EURO-NCAP ★★★★☆

DRIVER POWER POS: 39th

1.5 (100) SE Sdr	C	55.4	10.8	119 13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119 17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119 18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135 22	£19200
2.2D (150) SE Sdr	D	72.4	8.1	107 23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107 24	£22455

Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as 1.5D (not 1.5, diesel), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★☆

DRIVER POWER POS: 49th

2.0 (145) SE	D	51.4	9.5	129 18	£19595
2.0 (165) Sport	E	47.9	9.1	135 19	£23495
2.2D (150) SE	B	68.9	9.0	101 21	£22095
2.2D (150) Sport	B	68.9	9.0	101 21	£25295

2.2D (175) Sport

C	62.8	7.8	119 23	£26295
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Auto: add £1200 to 2.0 (145) (not SE), £1200 to 2.2 (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138 16	£21895
2.0 Sport Venture	G	40.9	11.0	159 15	£20495

CX-3 - 4275x1750mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137 N/A	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137 N/A	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137 N/A	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150 N/A	£24995
1.5D (105) SE	B	70.6	10.1	105 N/A	£18995
1.5D (105) SE-L	B	70.6	10.1	105 N/A	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105 N/A	£21895

Auto: add £1200 to 1.20 (petrol), £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CK-5 - 4540x1840mm, EURO-NCAP ★★★★☆

DRIVER POWER POS: 64th

2.0 (165) SE-L	E	47.1	9.2	139 17	£21595
2.0 (165) Sport	E	47.1	9.2	139 18	£23995
2.2D (150) SE-L	C	61.4	9.2	119 20	£23295
2.2D (150) SE-Lux	C	61.4	9.2	119 20	£24695
2.2D (150) Sport	C	61.4	9.2	119 21	£25695

2.2D (175) Sport 4WD

E	54.3	8.8	136 23	£27695
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Auto: add £1200 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 (NEW) - 3890x1730mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5i SE	E	53.3	N/A	139 22	£18495
1.5i SE-L	E	53.3	N/A	139 22	£19245
1.5i Sport	E	53.3	N/A	139 22	£21845
2.0 SE-L	G	40.9	N/A	161 27	£20095
2.0 Sport	G	40.9	N/A	161 27	£22695

Sport: add £2600 to SE-L

Mercedes-Benz

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136

Warranty: 3 years/unlimited miles

A-Class - 4720x1780mm, EURO-NCAP ★★★★☆

DRIVER POWER POS: 119th

1.6 A 180 SE	D	51.4	9.2	128 18	£20715
1.6 A 180 Sport	E	51.4	9.2	133 18	£21840
1.6 A 200 Sport	E	49.6	8.4	134 23	£23365
1.9 auto A 250 AMG Sport	F	45.6	6.6	145 33	£27440
1.9 auto A 250 Engineered AMG	F	44.1	6.6	145 34	£29360
1.5A 180 CDI ECO SE	A	78.5	11.3	92 15	£21965
1.5A 180 CDI ECO Sport	A	78.5	11.3	92 16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118 20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115 20	£27760
2.0t auto A 45 AMG	G	40.9	4.6	161 43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★☆

DRIVER POWER POS: 118th

1.6 B 180 SE	D	50.4	9.3	129 19	£21500
2.1 auto B 220 CDI 4MATIC Sport	D	50.4	8.6	130 22	£22575
1.5 B 180 CDI ECO SE	A	78.5	11.6	94 15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108 15	£22575
2.1 B 200 CDI SE	C				

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209 g/k	£60750	
5.5 V8TT auto GL 63 AMG	M	23.0	4.9	288 g/k	£93350	
G-Class - 4763x1855mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0 auto G 350 BlueTEC	M	25.2	9.1	295 g/k	£68435	
5.5 V8TT auto G 63 AMG	M	20.5	5.4	322 g/k	£129655	
C-Class Coupe - 4590x1770mm, EURO-NCAP ★★★★ DRIVER POWER POS: 121st						
1.8 C 180 AMG Sport Edition	F	44.1	8.5	149 g/k	£29965	
2.2 C 220 CDI Executive SE	B	68.9	8.4	109 g/k	£31130	
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109 g/k	£32460	
2.2 C 250 CDI AMG Sport Edition	F	52.3	7.0	143 g/k	£33515	
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280 g/k	£68495	
Auto: add £1500						
E-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: 61st						
2.1 auto E 200 AMG Line	E	47.1	7.8	140 g/k	£38420	
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129 g/k	£39110	
2.1 auto E 220 BlueTEC SE	L	60.1	8.3	122 g/k	£36615	
3.0 auto E 250 AMG Line	D	57.7	7.3	129 g/k	£40730	
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136 g/k	£42425	
3.0 auto E 400 AMG Line	G	40.9	5.2	161 g/k	£46110	
E-Class Cabriolet: add £370-£3500						
S-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
4.6 auto S 500 AMG Line	K	49.6	4.6	219 g/k	£61900	
5.5 V8TT auto S 63 AMG	L	47.1	4.2	237 g/k	£50125595	
6.0 V12TT auto S 65 AMG	M	37.2	4.1	279 g/k	£183065	
SLK-Class - 4134x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
1.8 SLK 200 AMG Sport	G	41.5	7.3	158 g/k	£34750	
1.8 SLK 250 AMG Sport	H	42.8	6.6	169 g/k	£38705	
2.2 auto SLK 250 CDI	E	56.5	6.7	132 g/k	£31350	
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132 g/k	£37150	
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167 g/k	£44605	
5.5 V8 SLK 55 AMG	J	33.6	4.6	195 g/k	£5345	
Auto: add £1520 to SLK 200, add £1410 to SLK 250						
SL-Class - 4617x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0 V6TT auto SL 400 AMG Sport	I	36.7	5.2	178 g/k	£72500	
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212 g/k	£81915	
5.5 V8TT auto SL 63 AMG	L	28.5	4.3	231 g/k	£112510	
6.0 V12TT auto SL 65 AMG	M	24.4	4.0	270 g/k	£107015	
AMG GT - 4546x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
4.0 V8TT (462) DCT AMG GT	K	30.4	4.0	216 g/k	£97195	
4.0 V8TT (510) DCT AMG GT	K	30.1	3.8	219 g/k	£101045	
MG						
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46						
Warranty: 3 years/60000 miles						
MG3 - 4018x1729mm, EURO-NCAP ★★ DRIVER POWER POS: 10th						
1.5 (106) 3 Time	E	48.7	10.4	136 g/k	£8399	
1.5 (106) 3 Form	E	48.7	10.4	136 g/k	£8299	
1.5 (106) 3 Sport	E	48.7	10.4	136 g/k	£9549	
1.5 (106) 3 Style	E	48.7	10.4	136 g/k	£9999	
MG6 - 4651x1827mm, EURO-NCAP N/A DRIVER POWER POS: 28th						
1.9 DTI-TECH 5 Sdr	C	61.4	8.4	119 g/k	£13995	
1.9 DTI-TECH TS Sdr	C	61.4	8.4	119 g/k	£16195	
1.9 DTI-TECH TL Sdr	C	61.4	8.4	119 g/k	£17995	
MINI						
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148						
Warranty: 3 years/unlimited miles						
MINI - 3821x3850x1727mm, EURO-NCAP ★★★★ DRIVER POWER POS: 9th						
1.2T One	B	61.4	9.9	108 g/k	£13750	
1.2 One D	A	83.1	11.0	89 g/k	£14890	
1.5 Cooper	B	52.0	7.5	105 g/k	£15300	
1.5 Cooper D	A	74.0	9.2	97 g/k	£16450	
2.0T Cooper S	E	49.0	6.8	133 g/k	£18655	
2.0T Cooper SD	B	68.9	7.4	106 g/k	£19450	
2.0T John Cooper Works	G	42.2	6.3	155 g/k	£23050	
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/JCW)						
Convertible - 3723x1683mm, EURO-NCAP ★★★★ DRIVER POWER POS: 145th						
1.6 Cooper	E	49.6	11.1	133 g/k	£17850	
1.6 Cooper D	B	70.6	10.3	159 g/k	£18910	
1.6 Cooper S	E	47.1	7.9	139 g/k	£21050	
1.6 John Cooper Works	H	41.5	6.9	169 g/k	£25295	
1.6 One	E	49.6	11.3	133 g/k	£16420	
2.0 Cooper SD	C	62.8	8.7	118 g/k	£21730	
Paceman - 4110x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
1.6 Cooper	E	47.1	10.4	140 g/k	£18980	
1.6 Cooper D	C	64.2	10.8	115 g/k	£20210	
1.6 Cooper S	F	46.3	7.5	143 g/k	£22350	
2.0 Cooper SD	D	61.4	9.2	122 g/k	£23070	
1.6T John Cooper Works	H	38.2	6.9	172 g/k	£29440	
Auto: add £1195 to Cooper ALL4, £1650 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						
Countryman - 4097x1789mm, EURO-NCAP ★★★★ DRIVER POWER POS: 113th						

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.6 Cooper	E	47.0	10.5	140 g/k	£18510	
1.6 Cooper D	C	64.0	10.9	115 g/k	£19740	
1.6 Cooper S	F	46.0	7.6	143 g/k	£21890	
1.6 One	E	47.0	11.9	139 g/k	£16990	
2.0 Cooper SD	D	61.0	9.3	122 g/k	£22610	
1.6T ALL4 John Cooper Works	H	38.2	7.7	172 g/k	£28870	
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, Sdr: add £1255 to Cooper S or £1220 to Cooper SD						
Coupe - 3728x1683mm, EURO-NCAP ★★★★ DRIVER POWER POS: 145th						
1.6 Cooper	D	52.0	9.0	127 g/k	£16840	
1.6T Cooper S	E	49.0	6.9	136 g/k	£19990	
1.6T John Cooper Works	G	40.0	6.4	165 g/k	£24010	
2.0 Cooper SD	G	66.0	7.9	114 g/k	£20710	
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
Roadster - 3728x1683mm, EURO-NCAP ★★★★ DRIVER POWER POS: 145th						
1.6 Cooper	D	52.0	9.0	127 g/k	£18260	
1.6T Cooper S	E	49.0	6.9	136 g/k	£21145	
1.6T John Cooper Works	G	40.0	6.4	165 g/k	£24995	
2.0 Cooper SD	G	66.0	7.9	114 g/k	£21860	
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
MITSUBISHI						
www.mitsubishi.co.uk / Brochure: 01285 647744 / Dealers: 113						
Warranty: 3 years/unlimited miles						
Mirage - 3710x1655mm, EURO-NCAP ★★★★ DRIVER POWER POS: N/A						
1.0 Mivec 1	A	67.3	13.6	96 g/k	£8999	
1.2 Mivec 2	A	68.9	11.7	96 g/k	£10999	
1.2 Mivec 3	A	65.7	11.7	100 g/k	£11999	
1.2 Mivec auto 3	A	68.9	12.8	95 g/k	£12999	
ASX - 4295x1770mm, EURO-NCAP ★★★★ DRIVER POWER POS: 95th						
1.6 ASX	E	47.1	11.4	137 g/k	£14999	
1.6 ASX	E	47.1	11.4	137 g/k	£17250	
1.6T John Cooper Works	G	40.0	6.4	165 g/k	£24995	
2.0 Cooper SD	G	66.0	7.9	114 g/k	£21860	
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
MITSUBISHI						
www.mitsubishi.co.uk / Brochure: 01285 647744 / Dealers: 113						
Warranty: 3 years/unlimited miles						
Mirage - 3710x1655mm, EURO-NCAP ★★★★ DRIVER POWER POS: N/A						
1.0 Mivec 1	A	67.3	13.6	96 g/k	£8999	
1.2 Mivec 2	A	68.9	11.7	96 g/k	£10999	
1.2 Mivec 3	A	65.7	11.7	100 g/k	£11999	
1.2 Mivec auto 3	A	68.9	12.8	95 g/k	£12999	
ASX - 4295x1770mm, EURO-NCAP ★★★★ DRIVER POWER POS: 95th						
1.6 ASX	E	47.1	11.4	137 g/k	£14999	
1.6 ASX	E	47.1	11.4	137 g/k	£17250	
1.6T John Cooper Works	G	40.0	6.4	165 g/k	£24995	
2.0 Cooper SD	G	66.0	7.9	114 g/k	£21860	
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
Outlander - 4655x1800mm, EURO-NCAP ★★★★ DRIVER POWER POS: 66th						
2.2 DI-D GX2	E	53.3	10.2	138 g/k	£23799	
2.2 DI-D GX3	E	52.3	10.2	140 g/k	£26599	
2.2 DI-D GX4	E	52.3	10.2	140 g/k	£30499	
2.2 DI-D auto GX5	G	48.7	11.7	153 g/k	£33999	
2.0 Hybrid auto GXh PHEV	A	148.010	4.4	26	£28429	
2.0 Hybrid auto GXh PHEV	A	148.010	4.4	27	£28499	
2.0 Hybrid auto GXh PHEV	A	148.010	4.4	24	£34999	
Auto: add £1400 to GXh						
L200 - 5005x1875mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
1.5 DI-D 100	E	53.3	10.2	138 g/k	£23799	
1.5 DI-D 100	E	53.3	10.2	138 g/k	£26599	
1.5 DI-D 100	E	53.3	10.2	140 g/k	£30499	
1.5 DI-D 100	E	53.3	10.2	140 g/k	£33999	
1.5 DI-D 100	E	53.3	10.2	140 g/k	£37199	
1.5 DI-D 100	E	53.3	10.2	140 g/k	£40999	
1.5 DI-D 100	E	53.3	10.2	140 g/k	£44799	
1.5 DI-D 100	E	53.3	10.2	140 g/k	£48599	
1.5 DI-D 100	E	5				

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Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
A	83.1	11.7	90	13	£14975
D	51.4	15.4	127	8	£13675
B	62.8	12.2	104	9	£14675
A	83.1	11.7	90	13	£15975
B	62.8	12.2	105	10	£15675
A	83.1	11.9	93	13	£16975
B	49.3	9.9	120	14	£17225
F	44.8	6.7	144	29	£19145
G	67.5	9.8	119	29	£20295
E	60.1	8.2	123	22	£17085
F	47.9	6.9	139	27	£18990
DSG: add £895 to 1.2 TSI FR, 5dr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
A	83.1	11.7	90	13	£14975
D	51.4	15.4	127	8	£13675
B	62.8	12.2	104	9	£14675
A	83.1	11.7	90	13	£15975
B	62.8	12.2	105	10	£15675
A	83.1	11.9	93	13	£16975
B	49.3	9.9	120	14	£17225
F	44.8	6.7	144	29	£19145
G	67.5	9.8	119	29	£20295
E	60.1	8.2	123	22	£17085
F	47.9	6.9	139	27	£18990
DSG: add £895 to 1.2 TSI FR, 5dr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
G	40.9	10.5	159	13	£16750
B	68.9	12.3	106	16	£18245
C	53.3	10.9	119	16	£17570
B	40.9	10.5	159	13	£18250
B	68.9	12.3	106	16	£17945
C	40.9	10.5	159	13	£17750
C	53.3	10.9	119	17	£18570
B	68.9	12.3	106	15	£19245
B	70.5	9.8	104	17	£19745
H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
G	40.9	10.5	159	13	£16750
B	68.9	12.3	106	16	£18245
C	53.3	10.9	119	16	£17570
B	40.9	10.5	159	13	£18250
B	68.9	12.3	106	16	£17945
C	40.9	10.5	159	13	£17750
C	53.3	10.9	119	17	£18570
B	68.9	12.3	106	15	£19245
B	70.5	9.8	104	17	£19745
H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
G	40.9	10.5	159	14	£18750
B	68.9	12.3	106	16	£21445
C	53.3	10.9	119	14	£19345
B	68.9	12.3	106	20	£20945
B	70.5	9.8	104	20	£21445
H	38.7	7.6	169	31	£24230
H	37.7	6.0	174	36	£25935
H	37.7	6.0	174	36	£28930
H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
G	40.9	10.5	159	14	£18750
B	68.9	12.3	106	16	£21445
C	53.3	10.9	119	14	£19345
B	68.9	12.3	106	20	£20945
B	70.5	9.8	104	20	£21445
H	38.7	7.6	169	31	£24230
H	37.7	6.0	174	36	£25935
H	37.7	6.0	174	36	£28930
H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
G	56.5	13.0	115	9	£14295
C	76.4	13.1	95	11	£15995
G	56.5	13.0	115	9	£15395
A	76.4	13.1	95	12	£16995
C	52.3	10.9	125	14	£17695
A	76.4	11.0	98	16	£17695
Dynamique Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
C	56.5	13.0	115	9	£14295
C	76.4	13.1	95	11	£15995
G	56.5	13.0	115	9	£15395
A	76.4	13.1	95	12	£16995
C	52.3	10.9	125	14	£17695
A	76.4	11.0	98	16	£17695
Dynamique Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav					

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
M	19.1	5.7	347	N/A	£19565
M	19.1	5.6	347	N/A	£28335
M	19.1	5.6	347	N/A	£29985
M	18.9	5.8	349	N/A	£304295

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B	62.8	14.4	105	1	£8195
B	62.8	14.4	105	1	£8705
A	68.9	14.4	96	1	£9530
B	62.8	14.4	105	1	£9530
B	62.8	14.4	105	3	£9995
B	60.1	13.2	108	2	£10380
B	60.1	13.2	108	2	£10995
B	60.1	13.2	108	2	£12722
D	53.3	9.7	124	12	£14185
C	60.7	13.9	102	7	£13305
A	80.7	13.9	92	7	£13830
E	47.9	11.8	139	9	£12545
E	47.9	11.8	139	11	£12870
E	47.9	11.8	139	12	£12870
E	47.9	11.8	139	13	£14185
C	65.7	10.5	112	14	£14910
C	55.4	9.8	119	12	£13790
C	55.4	9.8	119	13	£14190
B	60.1	13.2	108	2	£10995
B	60.1	13.2	108	2	£12722
E	47.9	11.8	139	27	£18990
DSG: add £895 to 1.2 TSI FR, 5dr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR					

Eco band	MPG	0-60mph	CO₂	Insurance group	List price

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	Eco band	Mpg	60mph	CO ₂	Insurance group	List price
Toledo - 448x1703mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) i-TECH	C	56.5	10.4	116	13	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive i-TECH	B	72.4	10.6	104	15	£18870
SE Nav: add £1200 to S (not 1.2 TSI (85))						
Leon - 4263x1784mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 4th						
1.2 TSI 5 Sdr	C	57.6	9.9	114	12	£16115
1.6 TDI 5 Sdr	A	74.3	10.7	99	13	£17815
1.2 TSI SE Sdr	C	57.6	9.9	114	13	£17235
1.4 TSI SE Sdr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE Sdr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR Sdr	B	54.3	8.0	109	20	£20000
1.8 TSI FR Sdr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR Sdr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR Sdr	C	65.7	7.5	112	20	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	145	26	£25960
2.0 TSI (280) Cupra Sdr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870
DSG: add £1250 to 1.2 TSI (5), 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than 5dr; Leon ST: add £825						
Altea - 428x1768mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 181st						
1.6 TDI (105) Ecomotive I TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	£20145
DSG: add £870 to 1.6 TDI; Altea XL: add £720						
Alhambra - 4854x1904mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£25630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420
DSG: add £1285; SE: add £1875 to S; SE Lux: add £5315 to S						
SKODA						
www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135						
Warranty: 3 years/60000 miles						
Citigo - 356x1641mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 31st						
1.0 MPI (60) 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£8060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£16955
AS6 auto: add £305 to SE and Elegance (75); 5dr: add £350; GreenTech: add £360 to (60) SE and Elegance						
Fabia - 3992x1732mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.0 MPI (60) S	B	60.1	15.7	106	2	£10500
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) L	A	80.7	10.1	90	14	£16840
Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90); SE L: add £850 to SE; Estate: add £1000 to selected models						
Rapid - 4483x1706mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 25th						
1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	12	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815
Rapid Spaceback: add £540; GreenTech: add £250 to 1.2 TSI (86); 1.4 TSI, and all 1.6 TDI SE and Elegance models						
Oktavia - 4659x1814mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 11th						
1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17625
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	20	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	20	£12350
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£13500
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£20535
1.8 TSI (160) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15	£20225
2.0 TDI (140) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	8.4	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200
DSG: add £1250 to (130) to vRS); Estate: add £200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)						
Superb - 4833x1817mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 12th						
1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.8 TSI SE	G	40.4	8.4	152	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
SUBARU						
www.subaru.co.uk / Brochure: 0844 662 6612 / Dealers: 59						
Warranty: 5 years/100000 miles						
Impreza - 4415x1740mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6i RC	F	44.1	12.3	147	13	£17495
1.6i RC Lineartronic auto	E	46.3	12.6	140	13	£18995
XV - 4450x1780mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 12th						
2.0 TSI (160) Laurin & Klement	C	55.4	11.8	119	22	£26465
2.0 TDI (140) GreenLine III	J	38.2	13.0	199	31	£21995
2.0 EX	J	38.2	13.0	196	32	£24495
Auto: add £1500 to EX, ELX: add £3500 to EX						
Korando - 4990x1910mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 SX	J	37.7	14.2	199	31	£17995
2.0 EX	J	37.7	14.2	199	32	£24495
Auto: add £1500 to EX, ELX: add £3500 to EX						
Korando Sports - 4990x1910mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 SX	J	37.7	14.2	199	5	£17995
2.0 EX	J	37.7	14.2	199	6	£20395
Auto: add £1500 to EX						
SUBARU						
www.subaru.co.uk / Brochure: 0844 662 6612 / Dealers: 59						
Warranty: 5 years/100000 miles						
Impreza - 4415x1740mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6i RC	F	44.1	12.3	147	13	£17495
1.6i RC Lineartronic auto	E	46.3	12.6	140	13	£18995
XV - 4450x1780mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 12th						
2.0 TDI (140) Laurin & Klement	C	55.4	11.8	119	22	£26465
2.0 TDI (140) GreenLine III	J	38.2	13.0	199	31	£21995
2.0 EX	J	38.2	13.0	196	32	£24495
Auto: add £1500 to EX, ELX: add £3500 to EX						

Eco band	Mpg	60mph	CO ₂	Insurance group	List price	
DRIVER POWER POS: N/A						
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	26	£26465
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£25770
2.0 TDI (140) S	C	61.4	8.6	120	26	£27760
2.0 TDI (140) SE	C	61.4	10.0	119	22	£20490
2.0 TDI (170) SE	C	61.4	8.6			

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	
G	40.0	10.3	114	11	£10995	
D	53.3	16.0	124	3	£11965	
C	55.4	13.2	119	6	£12310	
B	57.6	10.3	114	12	£14095	
A	52.3	16.0	126	3	£13805	
A (70) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/S ecoFLEX Sting R 3dr	C	57.6	10.3	115	13	£15635
1.2T (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	55.4	13.2	121	7	£11245
1.0T (90) S/S ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/E fFLX Design 3dr	B	57.6	11.9	102	9	£13150
1.3 CDTi (95) S/E fFLX Design 3dr	A	55.4	11.9	87	9	£13650
1.2T (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	D	55.4	13.2	119	6	£11940
1.0T (90) S/S ecoFLEX SRi 3dr	C	57.6	11.9	109	9	£13245
1.4T (100) S/S ecoFLEX SRi 3dr	C	55.4	11.9	110	10	£12595
1.3 CDTi (75) S/E fFLX SRi 3dr	A	76.3	14.8	6	£13845	
1.3 CDTi (95) S/E fFLX SRi 3dr	A	88.3	11.9	85	9	£14345
1.2T (70) SE 3dr	D	53.3	16.0	124	3	£12400
1.4i (90) ecoFLEX SE 3dr	D	55.4	13.2	119	6	£12585
1.0T (90) S/S ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/S ecoFLEX SE 3dr	C	55.4	11.9	110	10	£13240
1.3 CDTi (75) S/E fFLX SE 3dr	A	76.3	14.8	7	£14490	
1.3 CDTi (95) S/E fFLX SE 3dr	A	88.3	11.9	9	£14990	
1.6T (205) VRX 3dr	H	37.7	6.5	174	N/A	£17995
Auto: add £655 to 1.4 (90) (not Life, Sting, Limited Edition), 5dr; add £600 (not Sting R), SRI VXi-Line; add £1035 to SRI.						

Astra - 4290x419x1753-1814mm, EURO-NCAP	★★★★★
DRIVER POWER POS: 172nd	

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S 5Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (130) ecoFLEX Design	B	63.0	10.7	104	12	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) eFLX S/S 5Excite	A	63.0	11.8	95	15	£19845
2.0 CDTi (165) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VWT (100) SRI	D	51.0	12.9	129	9	£18735
1.5 VWT (115) SRI	F	46.0	10.9	146	12	£19545
1.4T (140) SRI	E	48.0	9.0	138	17	£20205
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRi	C	63.0	11.8	95	15	£21740
1.6 CDTi (130) ecoFLEX SRi	B	63.0	10.7	104	12	£22335
1.7 CDTi (110) S/S 5B9 SRi	C	63.0	11.8	95	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	10	£22825
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	134	26	£24205
Auto: add £1020 to 2.0 CDTi, 1.6 VWT to 1.6 VWT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT; add £125 to Tech Line, Elite: add £1695 to SRI (selected models)						

Ampera - 4498x1787mm, EURO-NCAP	★★★★★
DRIVER POWER POS: N/A	

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP	★★★★★					
DRIVER POWER POS: 165th						
1.8 VWT (140) Design Sdr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design Sdr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design Sdr	D	76.3	11.9	95	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	65.7	9.5	110	20	£19954
1.8 VWT (140) SRI Sdr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI Sdr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI Sdr	C	62.8	11.1	119	16	£20744
2.0 CDTi (140) ecoFLEX Sdr	B	72.0	13.1	109	16	£20904
2.0 CDTi (160) ecoFLEX Sdr	B	72.0	13.1	109	16	£21354
2.0 CDTi (180) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (180) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (205) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (220) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (240) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (260) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (280) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (300) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (320) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (340) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (360) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (380) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (400) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (420) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (440) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (460) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (480) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (500) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (520) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (540) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (560) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (580) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (600) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (620) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (640) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (660) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (680) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (700) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (720) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (740) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (760) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (780) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (800) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (820) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (840) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (860) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (880) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (900) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (920) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (940) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (960) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (980) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1000) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1020) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1040) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1060) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1080) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1100) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1120) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1140) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1160) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1180) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1200) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1220) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1240) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1260) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1280) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1300) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1320) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1340) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1360) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1380) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1400) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1420) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1440) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1460) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1480) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1500) ecoFLEX Sdr	B	72.0	13.1	109	16	£21534
1.6T (1520) ecoFLEX Sdr	B	72.0	13.1	109	16	



F1 seeking new team for 2016

FIA starts selection process

12-team grid could return



Stephen Errity

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AE MOTOSPORT'S governing body the FIA wants another team to join the Formula One grid – possibly as early as next season.

A new selection process has just been launched, with candidates being asked to approach the FIA by the end of this month, ahead of a final decision on 30 September.

The American Haas F1 outfit is already set to take a place on the grid next year and any new team would be in addition to this.

But the FIA has indicated that a decision on whether to accept a new entry would be based on "the overall long-term interests of the championship", and it may decide not to award an entry if there's no viable candidate.

The application process will take in an assessment of a potential team's technical ability and resources, its ability to raise and maintain sufficient funding to compete, its experience and human resources and what value it would bring to the championship.

If another team does join, F1 would have 12 entries for the first time since the demise of HRT at the end of 2012 season. French single-seater team ART, which has strong links with McLaren, is a possible candidate.

Any team that does join won't have to worry about alcohol sponsorship being banned, however. In response to recent criticism of F1 from the European Alcohol Policy Alliance, FIA president Jean Todt indicated a ban would be "impossible".

The group studied coverage of the 2014 Monaco race and noted alcohol branding was visible every five seconds.

Speaking at a transport conference in Germany, Todt said: "The use of advertising



FULL STRENGTH If the FIA plan to add another entry goes ahead, F1 could soon be back to having 12 teams on the grid for the first time since the 2012 season (above)



FIA president Jean Todt has ruled out any ban on alcohol brands in F1

for alcohol is not linked to the FIA. It's linked to each country. I'm completely against drinking and driving, but each country needs to make its own job.

"You cannot ban alcohol outright, it's not possible, but you can educate people not to drink and drive. So we are working very closely on that."

Back on track, the teams and drivers head to the Circuit Gilles Villeneuve in Montreal, Canada, this weekend for one of the most popular rounds of the series with drivers and fans.

Both the BBC and Sky Sports F1 have full live coverage of the race, with the start lights going out at 6pm UK time.

Motorsport double hits Moscow

THE Russian capital Moscow is set to play host to two top-flight international racing series on two different tracks this weekend.

On Saturday, the FIA Formula E electric racers will take to a new city-centre circuit laid out just next to the Kremlin government complex. The tight 1.5-mile track passes the Moskva river and also takes in Red Square and the iconic St Basil's Cathedral. There's live coverage for the UK on ITV4.

On Sunday, the permanent Moscow Raceway circuit (around 60 miles outside the city) will host the fifth round of the World Touring Car Championship, fresh from its groundbreaking appearance on the full Nürburgring Nordschleife circuit in support of the Nürburgring 24 Hours. TV coverage in the UK is on Eurosport.



Formula E track will pass the Moskva river and Russian government's Kremlin complex

Close-run BTCC heads to Oulton

CHESHIRE'S Oulton Park is the venue for the next British Touring Car Championship round this Sunday.

The standings are finely poised heading into the event, with 15 points covering the top five drivers Gordon Shedden (Honda, above), Colin Turkington (VW), Matt Neal (Honda), Jason Plato (VW) and Andrew Jordan (MG), with a maximum of 60 points available in the three races.

ITV4 has full coverage of the BTCC and support races, starting Sunday morning.





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AE I CASED a few of the Case joints west of Miami the other day. Rick and Rita Case (he never wears a cowboy hat, she never takes hers off) are mega-dealers. They're multi-franchised and own and operate an auto mall half an hour from Miami Airport.

Truth is, when I heard about their business and saw it on the map out near the Everglades, I was expecting something a little tacky, old school and in the wrong part of town. But I couldn't have got it – or them – more wrong.

As I drove on to their colossal and pristine premises, it seemed bigger and more impressive than most of the small to medium car company headquarters I've visited around the world. Rick and Rita are so big, they're more motor industry than motor trade.

Why stop by at the Case place? Because I heard it gives away a 20-year "factory warranty" with every new Hyundai it sells. Rick and Rita even say how much such cover is worth to the typical customer – \$4,128 (£2,677). There are terms and conditions, of course. A Hyundai bought today must not exceed 200,000 miles between 2015 and 2035. And – you've guessed it – there are strict conditions on who can and can't service the vehicle during the warranty term.

Such rules work largely in Rick and Rita's favour – these hard-nosed entrepreneurs wouldn't be giving away cover worth thousands if they weren't obliging customers to return to Case's workshops for a decade or two, to spend even more thousands on servicing.

A deal like this creates countless pros and cons. And there are unanswered questions, too. Such as will a near-worthless 19-year-old, 190,000-mile Hyundai that blows its engine really be fitted with a new power unit, free of charge, on the eve of its 20th birthday?

But let's not be ungrateful or too sceptical. Customers are undoubtedly better off with 20-year cover than without it. So will a UK Hyundai dealership be following Rick and Rita's generous example anytime soon? No, sadly. The story doesn't end there, though. Longer term, I understand Brit buyers – with or without Rick and Rita's help – could be offered new cars with similar 20-year warranties. Yes, think Hyundai. But also think Kia... plus the dark horse that is Mitsubishi.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

The 20-year new car warranty is available in the US... and I understand that it could be bound for the UK as well



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